

MANUFACTURERS' RECORD

A WEEKLY SOUTHERN INDUSTRIAL
RAILROAD AND FINANCIAL NEWSPAPER.

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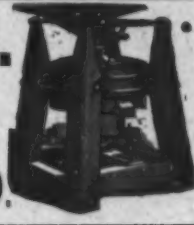
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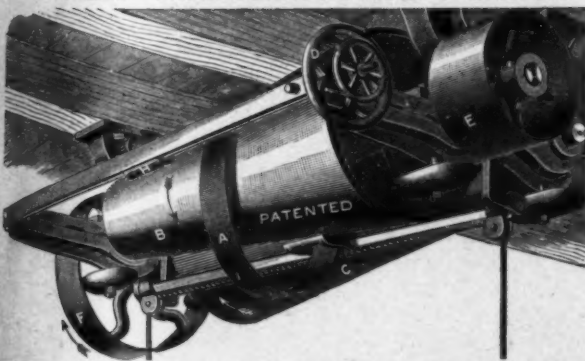
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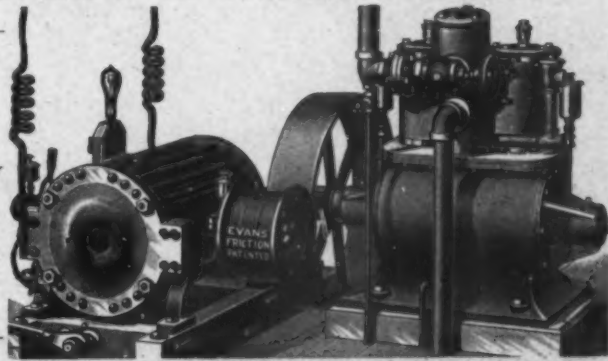
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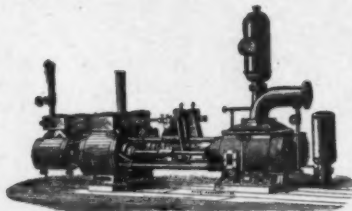
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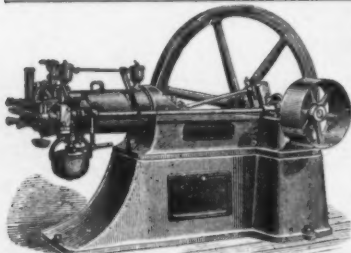
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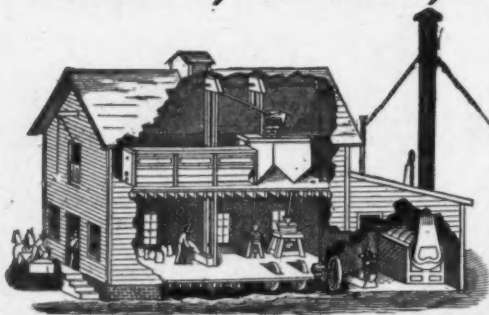
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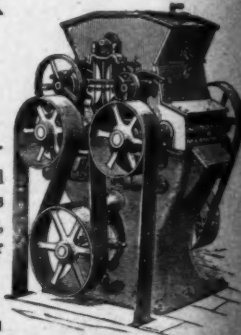
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MANUFACTURERS' RECORD

A Southern Industrial, Railroad and Financial Newspaper.

VOL. XVII. No. 20.
WEEKLY.

BALTIMORE, JUNE 21, 1890.

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BALTIMORE, JUNE 21, 1890.

THE MANUFACTURERS' RECORD is much gratified to be able to announce that it has secured the services of Mr. Charles H. Grasty, who has been managing editor and business manager of one of the foremost of the great dailies of the great West, the Kansas City Times. Mr. Grasty entered the service of the Times nine years ago as a reporter. He was soon made city editor, then advanced to the more responsible position of night editor, and was afterwards made managing editor. Even here his promotion did not cease. Possessing extraordinary business judgment and acumen, as well as newspaper sense and literary ability (a most rare combination), he was given the management and control of all the departments of the paper, business and editorial.

Mr. Grasty will be identified with the editorial and business management of the MANUFACTURERS' RECORD. This does not involve the loss of any part of the present editorial and executive force, but is simply the addition thereto in a supervising and authoritative capacity of the brains and energy and skill of one of the brightest and ablest newspaper men in America.

Bring Out the Southern Bessemer Ores.

When Mr. Andrew Carnegie spoke so ably upon the industries of Pennsylvania before the Franklin Institute in Philadelphia in March last, he epitomized the position of Pennsylvania in these few words: "Were iron still king, we should have little reason to-night to dwell upon the future of Pennsylvania, for in finished iron no State, so far as is known, can hope to rival her. Unfortunately for her, however, iron is no longer king. Steel has become the reigning monarch, and is daily extending its sway over new fields to such an extent that in malleable forms he threatens to drive iron almost out of use. The great source of apprehension in regard to our State, therefore, lies in the fact that the iron ores of the State in their natural condition are not suited for making steel."

These words of Mr. Carnegie, so far as they refer to the present and future supremacy of steel, are as applicable to the South as to Pennsylvania. There is no phase of the industrial development of our country that is so marvellous and so significant as the remarkable advancement in the manufacture and varied use of steel of all grades. The improvement of the processes of manufacture, and the consequent cheapening of the product, have made it possible to adapt steel to uses for which iron alone had long been used on account of its cheapness. In every direction steel is supplanting iron, and this industrial transformation, together with the rapid growth of the country and its industries, is creating a demand for steel such as never entered the fancies of the most sanguine iron makers of twenty years ago. The iron rail is now a thing of the past, and it no longer figures as a product save in small quantities of light sections for mine uses. The iron cut nail has been nearly driven out by the steel cut nail which was first made in this country six years ago, while the steel wire nail, which is not yet five years old, is hard pushing both iron and steel cut nails.

Steel bars, beams, sheets and wire rods are figuring to an enormous extent in the list of iron and steel products, and the demand for steel products of every character increases at a rate that mathematics cannot adequately express.

The rapid strides by which the advent of the age of steel is marked press the South with a problem of the utmost importance. Mr. Carnegie might have said with equal truth and force: "Were iron still king, we should have little reason to dwell upon the future of the South." But the day of the supremacy of iron is past, and, like Pennsylvania, the South must accommodate itself to the changed circumstances or suffer in consequence. So far as iron alone is concerned, the South needs not to ask favors from anybody, for it is able to meet any and all competitors and hold its own. Yes, and more than this, the South can set the pace for any other section of the country in the making of crude irons. But in this opening age of steel the South is as inconspicuous as it is prominent in iron making. There is not to-day in all the South a full-fledged steel-making plant, nor is there any considerable production of iron suitable for making steel by the ordinary Bessemer process. There are several steel plants of an experimental character, built to prove new methods, and here and there may be found a batch of low phosphorus iron that might be used for making Bessemer steel, but nevertheless the fact is patent to the whole world that the South is not making steel, nor is it a recognized source of supply for steel-making ores or crude irons.

This deplorable deficiency of the South is due solely to the neglect of Southern resources that are well known and that invite development. In the great rush of pig iron making the equally important steel-making industries have been set aside, and, although the pig iron industry has reached the point of producing over 18 per cent. of the total output of the country, the percentage of Southern-

made steel may still be represented by a cipher.

There has always been more or less talk about the inability of the South to make Bessemer steel on account of the absence of suitable low phosphorus ores in accessible localities. This is all arrant nonsense to those who have traveled and studied the South or who have read the MANUFACTURERS' RECORD. We have frequently pointed out the presence of ores in the South in every way suitable for the manufacture of Bessemer steel by the ordinary or acid process, and it is not necessary that our word should be taken alone for these facts, for they have often been pointed out by practical and disinterested iron-makers whose interests have lain in entirely different sections of the country. It is not needful that Southern iron-makers should go to distant points for their raw materials for making steel by existing processes, for everything needful lies close at hand in the South itself. Chicago enjoys the advantage of cheap transportation of Bessemer ores from the Lake Superior mines, but must pay for hauling coke all the way from Connellsville. Western Pennsylvania has its fuel close at hand, but must pay for a longer freight upon its ore, while Eastern Pennsylvania is at a great disadvantage as regards both ore and fuel. Over each of these localities where steel is now made, the South has obvious advantages in its entire independence of outside sources of supply of ore and fuel and in the presence of both of these essentials in close proximity at home.

It is not our purpose to dwell in detail at this time upon the different sources of Bessemer ore supply in the South, for they have been discussed so frequently and at such length in these columns that they must be familiar to our readers. We do urge, however, the importance of developing and utilizing at home the low phosphorus steel making ores of the Southern States, for it is plainly the manufacture of steel that demands the greatest attention

in the South now and henceforth. The Southern iron industry is upon a firm foundation and amply able to take care of itself, but the production of steel demands all the encouragement and stimulation that can be given to it. The issue is one that cannot be mistaken nor overlooked, nor can it be evaded without inflicting upon the South a lasting injury.

Farming in the South.

The Atlanta Constitution has made a canvass of the State of Georgia with the view of arriving at the true condition of the farmer, the results of which seem to be a complete refutation of the claim that while the South was enjoying marvelous industrial prosperity, its agriculture was languishing. The Constitution's returns, being of necessity only partial, may be subject to some correction, but as showing the general condition of the farming class in Georgia they are probably not far out of the way.

The list includes 1,991 average farmers taken at random and looked up on the tax books afterwards. Each county had 25 representatives. Of the entire number it was found that from 1884 to 1889 two-thirds had gained 30 per cent. and one-third had lost 16 per cent. The gain in dollars was \$1,290,313, the loss \$384,601, leaving a net gain of \$905,712. According to the statistics, 1,344 farmers had in 1884 an average of \$3,136, and in five years gained \$960, while 647 large farmers, having \$3,725 each in 1884, have lost \$595. The same ratio applied to the 100,000 white farmers of Georgia makes a net gain of \$44,000,000 in five years. With an average capital of \$3,136, two thirds of the farmers in the list of 1,991 supported their families and added 30 per cent. to their original capital. A gratifying demonstration of the figures is that the gain is mostly among the small farmers, showing that in Southern agriculture the man of limited means competes on equal terms, at least, with his richer neighbor. The figures under consideration certainly point strongly to Georgia agriculture as a profitable business which does not suffer by comparison with banking and mercantile pursuits.

If the Constitution has overlooked nothing which would reduce the average of prosperity, and if the 1,991 farmers represent fairly the entire number, 150,000, in the State, the figures will be valuable as fixing the exact degree of agricultural prosperity in the South. Though agriculture has been overshadowed by Southern industrial development, it has tended toward an improved condition and has contributed its share to the general prosperity. It is the combination of prosperous agriculture and industrial wealth that has massed American capital and enterprise at the South.

Railroad Building in the South

The Engineering News presented with its issue of June 14 a very comprehensive map accompanied by statistics showing the progress and prospects of railroad construction south of the Ohio and east of the Mississippi rivers. With it was the following table:

States.	Track laid.		Under contract or construction.	Located and under survey.	Projects of some importance.
	Total 1889.	From Jan. 1, 1890.			
W. Virginia	53.5	.....	296.5	559	263
Virginia	260.2	80.2	417.8	405	292
N. Carolina	275	111.5	477.5	384	491
S. Carolina	43.8	98	110	294	830
Georgia	325	196.68	278	1,051	1,487.75
Florida	136.74	73.5	132	140	1,132
Alabama	140.48	64.68	424.5	648	1,111
Mississippi	168.5	43	67	597	484.7
Tennessee	178.5	82	386	822	738
Kentucky	175.25	52.5	213	247.5	651
Totals	1,756.52	802.06	2,802.3	5,147.5	7,450.45

Last year at this period there were 2,885 miles of railroad under construction, as compared with 2,802 miles this year. This year, however, there are more miles of road under survey than during the previous one, 4,934 miles being the amount at June 15, 1889, and 5,147½ miles at June 14, 1890. In projected roads the record of 1889 somewhat exceeds that of 1890, the amounts being 8,436 and 7,450 miles, respectively. The railroad situation is at present a very bright one, and up to date there have been nearly 300 miles more of track laid than in the corresponding time in 1889.

Georgia still maintains the lead by a considerable margin not only in track laid, but in roads surveyed and lines projected.

In Virginia, the most important projects are the Norfolk & Western's Ohio extension and the Atlantic & Danville's Western extension; the former of which, though being constructed wholly in West Virginia, is the extension of a Virginia road by a Virginia company. In North Carolina the Richmond & Danville company is still extending and perfecting its system. Two other lines in that State have just been let to contract, the French Broad Valley and the Asheville & Bristol roads, which are being built by the same parties. The Southern & Western Air Line is also under contract.

In South Carolina, the Seaboard Air Line is pushing its road towards Atlanta. The Columbia, Newberry & Laurens is extending its line which was alluded to in the construction column some time ago.

The Charleston Sumter & Northern will soon build to Bennettsville, and contract is about to be let for the construction of 38 miles of the South Bound Railroad. Several other important roads are in embryo as yet.

In Georgia the larger systems are continually strengthening themselves by extending their lines, notably the Central, the Savannah, Americus & Montgomery and the Georgia Southern & Florida. The Middle Georgia & Atlantic is now under construction and work has at last been begun on the Augusta & West Florida. A number of companies have been organized;

several for the purpose of constructing roads to the Gulf. The Chattanooga, Rome & Columbus, will, it is said, build to Columbus. The Savannah, Americus & Montgomery, the Montgomery, Tuscaloosa & Memphis, the Alabama Midland and the Chattanooga Southern are the leading roads in Alabama having lines under protection. The Gulf & Chicago Railroad has been contracted for if press reports are true, but a halo of uncertainty seems to accompany every dispatch re-affirming the letting of the contracts.

Mississippi has as new roads the Mobile, Jackson & Kansas City, and the Macon & Atlantic, the latter of which is now under construction. The Georgia Pacific and the Louisville, New Orleans & Texas are constructing lines through nearly the same region. Florida has the Atlantic, Gulf & Havana and the West Florida & Alabama under construction, and a number of roads lately projected. Several small roads are being built to accommodate the phosphate trade. The Paducah, Tennessee & Alabama in Kentucky is now under construction. The Bowling Green & Northwestern and the Burkesville & Northwestern are surveyed, and the latter is in a fair way to be shortly constructed; as to the former, so many false reports concerning the letting of contracts having been published, the exact facts about the road are hard to ascertain.

In Tennessee the Knoxville Southern is about completed; the Tennessee Midland is being slowly constructed; the Nashville & Knoxville has built 22 miles of road and will, it is thought, build more during the season. Work has also been commenced on the Morristown & Cumberland Gap Railroad.

Arkansas has the Mississippi & Little Rock under construction and a number of smaller companies formed to build connecting roads. The Little Rock, Paris & Hot Springs, perhaps better known by that name than by its real one—the Tennessee, Arkansas & Texas—is likely to be built very soon.

In Texas, as in Georgia, the larger companies, principally the Atchison, the Texas & Pacific, the Missouri, Kansas & Texas and the San Antonio & Aransas Pass, are strengthening their roads by building extensions and roads to act as feeders. The president of the Gulf & Northwestern writes that it expects construction to be commenced in the fall.

In the construction of roads this year it seems as if the projectors were studying more carefully the best systems of the North, and though, as was said a few weeks ago, the Southern States are not as thickly gridironed with tracks as Illinois or Ohio, yet we think from present appearances that next year will show a much greater progress in that direction than the past one has.

Let the Invasion Go On.

Northern capitalists have fairly invaded the South. They are putting their money and their energies into its development. The increasing volume of this movement is attracting the attention of the entire press. It is one of the most remarkable movements of this wonderful age. The Washington Post, referring to it, and especially to the large investments made in the vicinity of Asheville, N. C., says: "The movement has acquired too great a momentum to be stayed. It cannot be scared by 'Rebel flags,' nor diverged from its course by the clamor of politicians. Let the invasion go on, and the conquests of peace that carry with them such countless blessings and ameliorating influences be unimpeded." Similar expressions are found in our Northern exchanges of all sections. Every large enterprise in the South in which Northern capital is enlisted is of itself a new stimulant to the increase of investments from that quarter. We join with the Washington Post in saying, "let the invasion go on."

Trembling In His Shoes.

Hon. E. C. Lewis, one of the most experienced manufacturers of Connecticut, in a speech at a banquet given by the Chattanooga Chamber of Commerce, in responding to the toast, "Iron and Steel," said: "While your hillsides are fairly bursting with the wealth of nature, I am fairly trembling in my shoes. What are we going to do in New England? I am in the iron business myself, and have been in it forty years. I know the value of time and of natural resources as well as any man in this room. I have worked at from forty-five cents a day up to where I am now, and I have just got to where I can decently live. I say it with a great deal of pleasure, that nature has been prodigally bounteous to you. What I tremble for is this, with the iron and coal and limestone at your door, and five or six grand roads centering at Chattanooga, and with your great, broad river giving an outlet to the Mississippi, what are we going to do in the East when we have to get our iron from Tennessee and coal from Pennsylvania? This is a serious question, fairly stated, that is agitating the minds of men engaged in large Northern manufacturing enterprises, and it is this that is influencing them to journey to the South, that they may find where they can establish branches of the industries in which they are now engaged, or to which they can advantageously transfer their entire plants."

These facts are but indices. They point to the greatness of a movement that will be confined to no one section, to no one locality, but which will in the next two years cause the erecting of thousands of plants in the South that will be adjuncts of great Northern establishments. The effect of this movement will be felt on both sides of the Appalachian mountains, in the entire region of the magnificent iron and coal belt that extends from West Virginia and Kentucky to Georgia and Alabama.

Statistics of Railway Construction in the Southern States.

The Engineering News, in its last issue, presented a railroad map of the South, accompanied by a summary of all existing roads and those under contract in that section. From this we take the following:

VIRGINIA.—EXISTING ROADS.

Atlantic & Danville.—Track laid in 1889, Danville to North Carolina State line, 4 miles; North Carolina State line to Edgerton, 87.5 miles; Hodges Ferry to Portsmouth, 6 miles; Belfield to Claremont, 5.9 miles. Track laid since January 1, 1890, main line to Buffalo Lithia Springs, 4 miles. Under construction, Belfield, south, 8.5 miles. Under survey, Danville to Bristol, Tenn., 175 miles.

Chesapeake & Ohio.—Craig Mineral Railroad.—Under construction, Eagle Rock to New Castle, 25 miles. Surveyed, Clifton Forge to Warm Springs, 22 miles.

Cumberland Valley.—Track laid in 1889, Martinsburg to West Virginia State line, 9 miles.

Farmville & Powhatan.—Track laid in 1889, Clover Hill to Sunnyside, 34 miles. Track laid since January 1, 1890, Sunnyside to Farmville, 25 miles. Under construction, Farmville to Hampden-Sidney College, 7 miles. Projected, Hampden-Sidney College to Brook Neal, 38 miles.

Louisville & Nashville.—Under construction, Cumberland Gap, Tenn., to Big Stone Gap, 71 miles.

Lynchburg & Durham.—Track laid in 1889, Rustburg to South Boston, 49 miles. Track laid since January 1, 1890, South Boston, south, 12 miles; Houston to Banister, 1 mile. Under construction, end of track to Durham, N. C., 32 miles; belt line at Lynchburg, 7 miles. President, Peter J. Otey; chief engineer, J. W. Goodwin, both of Lynchburg.

Norfolk & Western.—Clinch Valley Division.—Track laid in 1889, end of track to Honaker, 31.3 miles. Track laid since January 1, 1890, Honaker to Bickley's Mills, 19.2 miles. Under construction, Bickley's Mills to Norton, 26.3 miles. New River Division.—Under construction, Great Outburst to North Carolina State line, 21 miles.

Orange & Keysville.—Partly graded, Orange to Keysville, 95 miles. Chief engineer, Thos. Moore, 912 E. Main street, Richmond; contractors, Gamble & Granville, East Saginaw, Mich.

Richmond & Seven Pines.—Track laid in 1889, Richmond to Seven Pines, 8 miles.

Richmond, Fredericksburg & Potomac.—Under construction, connecting link with Richmond & Petersburg Railroad at Richmond, 8 miles. E. T. D. Myers, Richmond.

South Atlantic & Ohio.—Track laid in 1889, Speer's Ferry to Natural Tunnel, 5.5 miles. Track laid since January 1, 1890, Natural Tunnel to Big Stone Gap, 21 miles. Under construction, Big Stone Gap to Looney creek, 3 miles; Looney Creek Branch, 2 miles; Pigeon Creek Branch, 2 miles. President, Nathaniel Thayer; chief engineer, W. F. Gordon; general manager, H. W. Bates, all of Bristol, Tenn.

Staunton & West Augusta.—Under contract, Staunton to Dora coal fields, 25 miles. President, R. N. Pool, Staunton.

Surry, Sussex & Southampton.—Track laid in 1889, Wakefield to Scotland, 25 miles.

PROJECTS AND SURVEYS.

Fincastle & Troutville.—Under survey, Fincastle to Troutville, 7 miles. President, E. B. Simmons, Fincastle; chief engineer, E. Grover, Iron Gate.

Norfolk & Portsmouth Belt.—Surveyed, belt line around cities of Norfolk and Portsmouth, 10 miles.

Ritch Patch Iron Co.—Surveyed, Low Moor to Chesapeake & Ohio Railroad, 6 miles. President, D. Shanahan, Louisville, Ky.; chief engineer, Carter H. Harrison, Staunton.

Virginia & Kentucky.—Projected, Danville to Kentucky State line, 200 miles. President, David S. Pierce, Wytheville; chief engineer, J. C. Wrenshall, Danville. Washington & Western.—Projected, Warrentown to Luray, 50 miles.

Total.—Track laid in 1889, 260.2 miles. Track laid since January 1, 1890, 80.2 miles. In process of construction, 417.8 miles. Surveyed or under survey, 405 miles. Projects of some promise, 292 miles.

NORTH CAROLINA.—EXISTING ROADS.

Albemarle & Pantego.—Track laid in 1889, end of track to Pantego, 17 miles; Ropers toward Cresswell, 4 miles. Under construction, end of track to Cresswell, 4 miles; end of track to Belle Haven, 2.5 miles. Chief engineer, H. T. Greenleaf, Elizabeth; general manager, Geo. W. Roper, Roper.

Asheville & Bristol.—Under contract, Asheville to Bristol, Tenn., 83 miles. President, Chas. G. Dyott; chief engineer, H. M. Ramseur, both of 52 Wall street, New York city.

Atlantic & Danville.—Track laid in 1889, Virginia State line south of Danville to Virginia State line near Harmony, 25 miles.

Atlantic Coast Line.—Albemarle & Raleigh R. R.—Track laid in 1889, Williams-ton to Plymouth, 22 miles.—Scotland Neck Extension.—End of track to Greenville, 14 miles. Track laid since January 1, 1890, Greenville south 17 miles. Graded end of track to Kingston, 11 miles. Under survey, Greenville to Washington, 20 miles.—Wilson & Fayetteville R. R.—Under survey, Fayetteville to Rowland, 40 miles.

Cape Fear & Yadkin Valley.—Track laid in 1889, Wilmington to Rosboro, 12 miles. Track laid since January 1, 1890, Rosboro to Fayetteville, 20 miles; Millboro to Ramseur, 9.5 miles. Under construction, Mt. Airy to Virginia State line, seven miles; Mt. Airy to Flat rock, two miles.

Charleston, Cincinnati & Chicago.—Track laid since January 1, 1890, Johnson City, Tenn., north 14 miles. Graded end of track to Minneapolis, Va., 76 miles. Rutherfordton to Marion, 25 miles. Under construction, Johnson City to North Carolina State line, 20 miles. Surveyed, Tennessee State line to Marion, 70 miles; Minneapolis to Ohio river, 160 miles; Johnson City to State line, 50 miles. Chief engineer, A. N. Molesworth, Johnson City, Tenn.

French Broad Valley.—Under contract, Asheville to South Carolina State line, 60 miles, branch Mills River to Rutherfordton, 40 miles. President, Charles D. Dyott; chief engineer, H. M. Ramseur; both of 52 Wall street, New York city.

Maxton, Alma & Rowland.—Track laid in 1889, Plainview to Rowland, 2 miles; Alma to Maxton, 2 miles.

Norfolk & Carolina.—Track laid in 1889, Virginia State line to Tunis, 17 miles; Roscobel to Tarboro, 26 miles.

Ocean View.—Track laid in 1889, Wilmington to Ocean Beach, 2 miles.

Richmond & Danville.—Northwestern North Carolina R. R.—Track laid in 1889, Bathania west 13 miles. Track laid since Jan. 1, 1890, end of track west 33 miles. Under construction, end of track west 10 miles. High Point, Randleman & Asheboro R. R.—Track laid in 1889, High Point to Asheboro, 27 miles. Western North Carolina R. R.—Track laid in 1889, end of toward Murphy, 13 miles. Under construction end of track to Murphy, 13 miles.

North Carolina Midland R. R.—Under construction, Winston to main line, 55 miles. Under survey, Danville, Va., to Winston, 70 miles. Yadkin R. R.—Under construction, Salisbury to Norwood, 42 miles.

Roanoke & Southern.—Track laid in 1889, Winston to Dan River, 22 miles. Track laid since Jan. 1, 1880, Walnut Cove

to Madison, 15 miles. Graded, Madison to Martinsville, Va., 28 miles. Under construction, Martinsville to Roanoke, Va., 55 miles. Thomasville, Silver Valley & Pee Dee R. R.—Projected Winston, Salem to Monroe, 85 miles.

Seaboard Air Line.—Track laid in 1889, Creedmore to Nuse River, 7 miles.

Southern & Western Air Line.—Partly graded, Shelby North, 23 miles. Under contract, end of grade to Linville, 77 miles. President, S. McD. Tate; Chief Engineer, S. W. Wilson, Morganton.

Suffolk & Carolina.—Projected, Ryland to Edenton, 20 miles.

Wilmington, Onslow & East Carolina.—Track laid since Jan. 1, 1890, Wilmington east 15 miles. Graded, end of track to Jacksonville, 25 miles. Chief Engineer, F. L. Pittman, Wilmington.

PROJECTS AND SURVEYS.

Atlanta, Asheville & Baltimore.—Under survey, Asheville to Roanoke, Va., 200 miles. Projected, Asheville to Atlanta, Ga., 200 miles. President, Natt. Atkinson; Chief Engineer, J. F. Broadley; Secretary, J. E. Rankin—all of Asheville.

Cabarrus & Stanley.—Surveyed, Concord to Mt. Pleasant, 9 miles. John P. Allen, Concord.

Cape Fear & Cincinnati.—Surveyed, Wilmington to Southport, 25 miles. Projected, to Greenville, S. C., 260 miles. President, Frank Brown; Chief Engineer and Vice-President, Geo. B. Morton, Baltimore, Md. Cranberry & Linville.—Surveyed, Cranberry to Linville, 13 miles. President, Hugh MacRae; Chief Engineer, J. R. Irvin, both of Linville.

Danville, Mebane, Pittsboro & Southern.—Projected, Danville to Raleigh & Augusta Air Line R. R., 65 miles.

Fayetteville & Aberdeen.—Surveyed, Fayetteville to Raleigh & Augusta Air Line R. R., 45 miles. W. G. McDuffie; Secretary, Z. W. Whitehead; both of Fayetteville.

Mount Pleasant, Santee & Little River.—Projected, Charleston, S. C., to Wilmington, 160 miles. President, J. C. McNaughton; Chief Engineer, John Runk; both of 228 Dock St., Philadelphia, Pa.

Murfreesboro.—Surveyed, Murfreesboro to Conway, 7 miles. President, B. B. Winborne, Murfreesboro.

Total.—Track laid in 1880, 275 miles. Track laid since Jan. 1, 1890, 111.5 miles. In process of construction, 477.5 miles. Surveyed or under survey, 384 miles. Projects of some promise, 491 miles.

SOUTH CAROLINA.—EXISTING ROADS.

Atlantic Coast Line.—Projected, end of track south of Sumter to Augusta, Ga., 85 miles.

Carolina, Cumberland Gap & Chicago.—Projected, Edgefield to Asheville, 125 miles.

Carolina, Knoxville & Western.—Projected, Augusta, Ga., to Greenville, 115 miles; end of track to Knoxville, 140 miles.

Charleston & Savannah.—Projected, Walterborough, north, 13 miles.

Charleston, Cincinnati & Chicago.—Under construction, Blacks to Newberry, 70 miles. Projected, Newberry to Augusta, 81 miles.

Charleston, Sumter & Northern.—Track laid in 1889, Santee River to Sumter 33 miles. Track laid since Jan. 1, 1890, Eutawville toward Pine Bluff, 3 miles. Under survey, Sumter to Bennettsville, 65 miles. End of track to Pine Bluff, 3 miles.

Columbia, Newberry & Laurens.—Track laid in 1889, Columbia to Broad River, 1 mile. Track laid since Jan. 1, 1890, Broad River to Prosperity, 35 miles. Under construction, Prosperity to Newberry, 7 miles. Chief Engineer, Chas. Ellis, Jr., Columbia.

Hartsville.—Track laid in 1889, Floyds to Hartsville, 9.8 miles.

Seaboard Air Line.—Georgia, Carolina & Northern R. R.—Track laid since January 1, 1890, Chester to Greenwood, 60 miles. Graded, Greenwood to Savannah

river, 30 miles. Under construction, Savannah river to Athens, Ga., 50 miles. Located, Athens to Atlanta, Ga., 60 miles.

South Bound.—Under survey, Columbia to Perry, 50 miles; Barnwell to Savannah, Ga., 85 miles. President Mike Brown, Barnwell; chief engineer, Geo. D. Wadley, Savannah.

PROJECTS AND SURVEYS.

Bennettsville & Society Hill.—Projected, Bennettsville to Society Hill, 11 miles. Chief engineer, Thos. R. Lucas, Society Hill.

Atlantic, Asheville & Knoxville.—Surveyed Chester to Gaffney City, 40 miles. President, J. O. Sarratt; vice-president, John W. Wilkes, both of Chester, S. C.

Carolina Southern.—Surveyed, Cheraw to Sumter, 65 miles. President, W. G. Childs, Columbia; chief engineer, Wm. Moncure, Durham.

Mount Pleasant & Seaview City.—Surveyed, Charleston to Seaview City 7 miles. President, J. P. Kennedy, Charleston.

Walterboro & Yemassee.—Surveyed, Yemassee to Pagnalls, 40 miles. President, R. C. Barkley, Charleston; chief engineer, Gordon Gairdner, Augusta, Ga.

Total.—Track laid in 1889, 438 miles. Track laid since January 1, 1890, 98 miles. In process of construction, 110 miles. Surveyed or under survey, 294 miles. Projects of some promise, 830 miles.

GEORGIA.—EXISTING ROADS.

Abbeville & Way Cross.—Under construction, Abbeville to Swan, 23 miles. Under survey, Swan to Way Cross, 60 miles. Projected, Abbeville to Unadilla, 45 miles. President, J. D. Maynard; Chief Engineer, F. C. Hand; both of Abbeville.

Alabama Midland.—Track laid in 1889, Bainbridge to Alabama State line, 35 miles.

Atlanta & West Point.—Track laid in 1889, Atlanta to East Point, 6 miles.

Augusta to Florida.—Under construction, Augusta south, 10 miles. Projected, end of track to Thomasville, 220 miles. President, C. E. Smith, 3 Warren Block, Augusta.

Central Railroad of Georgia.—Savannah & Western R. R.—Track laid in 1889, Eden to Pembroke, 15 miles. Track laid since Jan. 1, 1890, Pembroke to Lyons, 50 miles. Buena Vista & Ellaville R. R.—Track laid in 1889, Upatoi Creek to Buena Vista, 26.5 miles.

Chattanooga, Rome & Columbus.—Projected, Carrollton to Columbus, 101 miles.

Chattanooga Southern.—Track laid since Jan. 1, 1890, Tennessee State line to Alabama State line, 25 miles. Under construction, Georgia State line to Gadsden, Ala., 55 miles.

Columbus Southern.—Track laid in 1889, Columbus to Weston, 40 miles. Track laid since Jan. 1, 1890, Weston to Albany, 39.68 miles.

Dover & Statesboro.—Track laid in 1889, Dover to Statesboro, 10 miles. Projected, Statesboro to Way Cross, 90 miles. President, Fred Lockhart; Chief Engineer, Gordon Gairdner; both of Augusta.

East Tennessee, Virginia & Georgia.—Under construction, Hazlehurst to Way Cross, 40 miles.

Empire & Dublin.—Track laid in 1889, Hawkinsville toward Dublin, 32 miles. Under survey, Hawkinsville to Grovania, 13 miles.

Georgia Midland & Gulf.—Projected, McDonough to Athens, 98 miles.

Georgia Southern & Florida.—Track laid in 1889, 150 mile post to Florida State line, 20 miles. Located, Tifton to Thomasville, 55 miles. Macon & Birmingham R. R.—Track laid since January 1, 1890, Macon Junction west, 20 miles. Under construction, end of track to La Grange, 75 miles. Under survey, La Grange to Birmingham, 135 miles. Macon & Atlantic R. R.—Macon to Savannah, 160 miles.

Knoxville Southern.—Track laid in 1889, Blue Ridge to Tennessee State line 10 miles.

Lexington Terminal.—Track laid in 1889, Crawford to Lexington, 3.5 miles. Macon & Dublin.—Partly graded, Macon to Dublin, 55 miles. President, Dudley Hughes, Macon.

Middle Georgia & Atlantic.—Track laid since January 1, 1890, Machen to Eaton, 18 miles. Under construction, Machen to Covington, 20 miles. Surveyed, Savannah to Eatonton, 170 miles. Chief engineer, L. W. Robert, Monticello.

Midville, Swainsboro & Red Bluff.—Track laid in 1880, Midville to Swainsboro, 20 miles.

Millen & Southern.—Track laid in 1889, Rogers to Stillmore, 32 miles. Projected, Stillmore to Sterling, 48.75 miles. President, Loring Miller, 16 Beaver street, New York city.

Savannah, Americus & Montgomery.—Track laid in 1889, Abbeville to Oconee river, 45 miles. Track laid since January 1, 1890, Oconee river to Lyons, 20 miles.

South Brunswick Terminal.—Track laid in 1889, South Brunswick to Waynesville, 18 miles. Projected, Waynesville to Cordele, 160 miles. President, John I. Holly, New York City. Chief engineer, J. F. Degnow, Brunswick.

Union Point & White Plains.—Track laid in 1889, Union Point to White Plains, 12 miles. Projected, White Plains to Tennille, 34 miles.

Way Cross Air Line.—Track laid since Jan. 1, 1890, Way Cross west, 24 miles. Under construction, end of track west, 5 miles. Under survey, end of track to Cordele, 78 miles. President, Loring B. Miller, 16 Beaver street, New York City; chief engineer, J. T. Stone, Cordele; vice-president and general manager, L. Johnson, Way Cross.

Wrightville & Tennille.—Projected, Dublin to Abbeville, 48 miles. President, W. B. Thomas, Abbeville.

PROJECTS AND SURVEYS.

Alabama, Georgia & Florida.—Projected, Richlands to Quincy, Fla., 110 miles. Chief engineer, W. S. Green, Columbus.

Albany, Florida & Northern.—Surveyed, Albany to Cordele, 40 miles. President, Nelson Tift, Albany.

Atlanta & Alabama.—Projected, Atlanta to Selma, Ala., 175 miles. L. E. O'Keefe, 69 Forest avenue, Atlanta.

Atlanta, Atlantic & Great Western.—Surveyed, Atlanta to Savannah, 270 miles. President, Geo. T. Frey; chief engineer, W. T. B. Wilson, both of Atlanta.

Bellton, Homer & Carnesville.—Projected, Bellton to Carnesville, 25 miles. President, M. Buice, Covington; vice-president, L. N. Tribble, Carnesville.

Dahlonega & Dawsonville.—Projected, Tate to Lula Junction, 55 miles. President, Chas. H. James, 264 Jones street, Atlanta; chief engineer, Frank W. Hall, Dahlonega.

Danielsville.—Projected, Danielsville to Georgia, Carolina & Northern Railroad, 8 miles. Dr. Geo. Daniels, Danielsville.

Etowah Valley.—Projected, Gainesville to Kingston, 75 miles. Chief engineer, P. B. Lawrence, 90 Ellis street, Atlanta.

Florida, Dawson & Northern.—Projected, Dawson to Tallahassee, Fla., 100 miles. President, R. L. Bennett; secretary, B. H. Hood, both of Dawson.

Florida Midland & Gulf.—Under survey, Valdosta to Deadman's bay, 90 miles. Chief engineer, Arthur Pou, Valdosta; W. B. Thomas, Tennille.

Georgia, Tennessee & Illinois.—Surveyed, Tallapoosa to Cave Springs, 34 miles. Projected, Cave Springs to Chattanooga, 65 miles. President, W. B. Strong, Tennille; chief engineer, L. F. Bellinger, Tallapoosa.

Rome Mineral.—Projected, Rome to Ringgold, 65 miles.

Talbotton & Western.—Under survey, Waverly Hall to Flint river, 30 miles. W. H. Martin, Talbotton.

Total.—Track laid in 1889, 325 miles. Track laid since January 1, 1890, 196.68 miles. In process of construction, 278 miles. Surveyed or under survey, 1,051 miles. Projects of some promise, 1,487.75 miles.

FLORIDA.—EXISTING ROADS.

Apopka, Clay Springs & Gulf.—Track laid in 1889, Clay Springs to Apopka, 5 miles.

Atlantic, Gulf & Havana.—Under construction, St Augustine to New Smyrna, 65 miles. President, John D. Stetson, Philadelphia, Pa.; chief engineer, D. D. Rogers, Daytona.

Augusta, Tallahassee & Gulf.—Under survey, Tallahassee to Apalachicola, 55 miles. Contractors, R. P. McCormick, Kansas City, Mo.

Florida Central & Peninsular.—Track laid since January 1, 1890, Tampa to Plant City, 22.5 miles.

Florida Midland.—Partly graded, Harper's to Kissemmee, 12 miles.

Georgia, Southern & Florida.—Track laid in 1889, Georgia State line to mile post 282, 62 miles; Palatka to mile post 266, 20 miles. Track laid since January 1, 1890, mile post 232 to mile post 266, 34 miles.

Jacksonville, Tampa & Key West.—Jupiter & Lake Worth Railway.—Track laid in 1889, Jupiter to Lake Worth, 7.6 miles.

Orange Belt.—Track laid in 1889, Monroe to Sanford, 4 miles.

Orlando & Lake Jessup.—Track laid since January 1, 1890, Lakemont to Gabriella, 5 miles. Under construction, Gabriella to Lake Jessup, 5 miles. Chief engineer, J. H. Abbott, Orlando.

Palatka & Anclote.—Under construction, Palatka south 10 miles. Projected, end of grade to Anclote, 115 miles.

St. Augustine & South Beach.—Track laid in 1889, Junction to Station 54, 1 mile.

St. Cloud Sugar Belt.—Track laid in 1889, Runnymede to Narcoossee, 3.64 miles.

Suwanee River.—Track laid in 1889, Flagler Junction southwest, 5.5 miles. Track laid since Jan. 1, 1890, end of track to Hattysburg, 12 miles.

Tavares & Gulf.—Projected, Clermont to Punta Gorda, 175 miles.

Tobacco Belt.—Track laid in 1889, West Farm to Belleville, 9 miles.

Western Railway of Florida.—Track laid in 1889, Belmore to Melrose, 19 miles.

West Florida & Alabama.—Under construction, Chipley to St. Andrew's Bay, 40 miles. Projected, St. Andrew's Bay to St. Joseph, 60 miles; St. Andrew's Bay to Apalachicola, 60 miles; Eufaula, Ala., to Chipley, 80 miles. President, J. D. Perrow, Wewahatchka.

PROJECTS AND SURVEYS.

Midland Transit.—Projected, Rochelle to Montrose, 17 miles. Robert W. Davis, Alachua.

Monticello & Tampa.—Projected, Monticello to Tampa, 225 miles. Jas. S. Denham, J. H. Perkins, both of Monticello.

Palatka & Lake Shore.—Projected, Apopka to Palatka, 80 miles. President, A. Dresden. Chief engineer, E. B. Patton, Windermere.

St. Johns & DeLand.—Located. De Land to Beresford 4 miles. Chief Engineer, D. D. Rogers, Ocala.

Tampa, Tallahassee & Western.—Projected, Tampa to Tallahassee, 270 miles, with branches to Gainesville, Lake Butler and Ocala, 85 miles. President, N. F. Dutton, Gainesville. Chief engineer, D. D. Rogers, Ocala.

Total.—Track laid in 1889, 136.74 miles. Track laid since Jan. 1, 1890, 73.5 miles. In process of construction, 132 miles. Surveyed or under survey, 140 miles. Projects of some promise, 1,132 miles.

ALABAMA.—EXISTING ROADS.

Alabama Midland.—Track laid in 1889, Georgia State line to Troy, 72 miles; Ada,

south, 10 miles. Track laid since January 1, 1890, Troy to end of track, 23 miles—Montgomery, Tuscaloosa & Memphis Railroad. Under construction, Montgomery to Tuscaloosa, 106 miles.

Birmingham, Sheffield & Tennessee River.—Track laid since January 1, 1890, Jasper to Georgia Pacific Railroad, 95 miles. Under construction, Margerum to Riverton, 11 miles. Surveyed, South Parish to Warrior river, 20 miles.

Blue Mountain Mineral.—Under construction, Anniston to East & West Railway of Alabama, 20 miles. J. C. Gaboury, Jacksonville.

Central Railroad of Georgia.—Track laid in 1889, Chattahoochee river to Columbia, 1.03 miles.

Cincinnati, Selma & Mobile.—Projected, Marion to Selma, 25 miles; Akron to Aberdeen, Miss., 80 miles.

Dauphin Island.—Partly graded, Mobile to Dauphin island, 36 miles. Chief engineer, F. K. G. Wright, Venetia.

Dayton & Faunsdale.—Graded, Dayton to Faunsdale, 8.5 miles. President, R. W. Price, Dayton.

Decatur, Chesapeake & New Orleans.—Surveyed, Tennessee State line to Decatur, 30 miles. For officers, see Tennessee.

East & West Railway of Alabama.—Projected, Rayland to Birmingham, 35 miles.

East Tennessee, Virginia & Georgia.—Briarfield, Blocton & Birmingham R. R.—Track laid in 1889, Birmingham Junction to Savage creek, 19 miles. Track laid since January 1, 1890, Savage creek to Blocton, 12 miles. Under construction, Savage creek to Bessemer, 20 miles, Rome & Decatur. Projected, Attala to Decatur, Ala., 70 miles.

Florence Northern.—Partly graded, Florence north, 25 miles. Located, end of grade to Linden, Tenn., 51 miles. President, W. B. Wood; chief engineer A. G. Negley, both of Florence, Ala.

Georgia Pacific.—Track laid in 1889, Henryellen to mines, 2 miles.

Guntersville, Fort Payne & Chattooga Valley.—Track laid since January 1, 1890, Fort Payne to end of track, 8 miles. Partly graded, end of track west, 10 miles. Projected, end of grade west, 20 miles; Fort Payne to Rome, Ga., 37 miles. President, L. A. Dobbs; secretary, Henry B. Campbell, Fort Payne.

Huntsville Belt & Monte Sano.—Track laid in 1889, end of track to Monte Sano, 4.5 miles.

Louisville & Nashville.—Birmingham Mineral R. R.—Track laid in 1889, Red Gap Branch, 10.25 miles; Dudley Branch, 2.8 miles—Nashville, Florence & Sheffield R. R.—Wright & Keeley ore spur, 1.5 miles. Track laid since January 1, 1890, Red Gap to Graces, 10.09 miles; Boyles to Birmingham, 2.09 miles.—Tuscaloosa Branch.—Under construction, Milldale to Standard Coal Co.'s mines, 5 miles. Projected mines to Tuscaloosa, 15 miles. Under construction, Helena to Gurnee, 10 miles.—Anniston & Cincinnati R. R.—Under survey, Sylacauga to Longview, 35 miles. Projected, Pine Apple to Repton, 35 miles.

Mary Lee Coal & Railway Co.—Track laid in 1889, Birmingham to Lewisburg, 6 miles.

Nashville, Chattanooga & St. Louis.—Projected, Attala to Huntsville, 85 miles.

Ohatsee Valley.—Track laid in 1889; Oak Grove to Griffin, 5 miles.

Piedmont, Laney & Birmingham.—Track laid in 1889, Laney to Piedmont, 2 miles. Under construction, end of track to Piedmont, 18 miles. Chief engineer, P. S. Fitzgerald, Gadsden; J. C. Laney, Laney.

Rutledge & Julian.—Surveyed, Rutledge to Julian, 3 miles. President, B. A. Walker, Rutledge.

Savannah, Americus & Montgomery.—Under construction, Louvale to Montgomery, 96 miles.

Talladega & Coosa Valley.—Track laid in 1889, Ragan to Ragan Junction, 1.5 miles; Murphy to Talladega, 2.5 miles. Projected, Renfro to ore beds, 7 miles.

PROJECTS AND SURVEYS.

Anniston & Montgomery.—Projected, Anniston to Montgomery, Ala., 110 miles. President, John W. Noble; chief engineer, C. C. Wrenshall, both of Anniston.

Birmingham & Shade Mt.—Projected, Birmingham to Hale Springs, 10 miles. President, D. P. Hale, Oxmoor.

Bridgeport Southern.—Projected, Bridgeport to Guntersville, 55 miles. J. B. Haralson, Langston; J. E. Brown, Scottsboro.

Chattanooga, Gadsden & Birmingham.—Projected, Gadsden to Leeds, 47 miles. General manager, J. C. Henderson, Chattanooga, Tenn.

Columbia, Geneva & Western.—Projected, Columbia to Geneva, 50 miles. John T. Davis, A. D. Wood, both of Columbia.

Greenville & Southeastern.—Surveyed, Greenville to Elba, 51 miles. President, D. G. Dunklin; secretary, A. Steinhart, both of Greenville.

Gulf & Chicago.—Under survey, Mobile to Sheffield, 300 miles. President, C. C. Merrick, 15 Union Building, Chicago, Ill; secretary, W. S. Lewis, 38 St. Francis street, Mobile.

Gurley & Paint Rock Valley.—Surveyed, Winchester, Tenn., to Guntersville, 65 miles. President, F. B. Gurley; E. T. Walker, both of Gurley.

Piedmont Southern.—Projected, Gadsden to Roanoke, 75 miles. B. F. Johnson, Anniston; D. W. Taylor, Wilmington, N. C.

Selma & Bessemer.—Projected, Selma to Bessemer, 80 miles. A. W. Thorn, R. M. Nelson, both of Selma.

Total.—Track laid in 1889, 140.08 miles. Track laid since January 1, 1890, 64.68 miles. In process of construction, 648 miles. Projects of some promise, 1,111 miles.

MISSISSIPPI.—EXISTING ROADS.

Georgia Pacific.—Track laid in 1889, point west of Columbus west, 103 miles. Track laid since January 1, 1890, Itta Bena to Hopson's Bayou, 35 miles. Surveyed, Hopson's Bayou to Helena, Ark., 45 miles; Itta Bena to Yazoo City, 45 miles.

Gulf & Ship Island.—Track laid in 1889, Bayou Bernard north, 5 miles. Projected, end of track to Hattysburg, 54 miles.

Kansas City, Memphis & Birmingham.—Projected, Aberdeen to Columbus, 28 miles.

Louisville, New Orleans & Texas.—Track laid in 1889, Riverside Junction to Hampton, 10.2 miles. Coahoma to Rosedale, 50.3 miles. Track laid since January 1, 1890, Clarksdale north, 8 miles. Graded, end of track to Minter City, 37 miles. Located, Minter City to Yazoo City, 65 miles.

Memphis & Atlantic.—Under construction, West Point to Houston, 30 miles. Surveyed, Houston to Memphis, Tenn., 115 miles. President, F. M. Abbott; chief engineer, Belton Mickle, both of West Point.

Poplar Springs, Handly's Lake & Meridian Dummy.—Surveyed, Meridian to Poplar Springs, 2 miles. President, W. B. Brown; chief engineer, M. U. Brandon, both of Meridian.

PROJECTS AND SURVEYS.

Helena, Tupelo & Decatur.—Projected, Tupelo to Decatur, Ala., 100 miles. Secretary, Harvey C. Medford, Tupelo.

Meridian & Tuscaloosa.—Projected, Meridian to Tuscaloosa, Ala., 45.7 miles. President, W. H. Hardy, Meridian.

Mobile, Jackson & Kansas City.—Surveyed, Mobile to Brandon, 176 miles. President, F. A. Luling; chief engineer, T. W. Nicol, both of Mobile, Ala.

South Mississippi.—Projected, Natchez to Meridian, 180 miles. Chief engineer, Major Belton Mickle, Holly Springs.

Waynesboro, Pascagoula & Gulf Coast.—Projected, Waynesboro to Pascagoula, 107 miles. President, J. R. S. Pitts, Waynesboro.

Total.—Track laid in 1889, 158.5 miles. Track laid since January 1, 1890, 43 miles. In process of construction, 67 miles. Surveyed or under survey, 597 miles. Projects of some promise, 454.7 miles.

TENNESSEE.—EXISTING ROADS.

Chattanooga Southern.—Track laid in 1889, Georgia State line to Breneham, 3 miles.

Chattanooga Union.—Track laid in 1889, Tinkers to Sherman Heights, 1.5 miles; Oak to Thurmans, 2 miles.

Chesapeake & Nashville.—Projected, Gallatin to Nashville, 26 miles.

Cincinnati, Alabama, & Atlantic.—Partly graded, Huntsville, Ala., to Tullahoma, 55 miles. Projected, Tullahoma to Somerset, Ky., 160 miles. President, M. P. Campbell; chief engineer, O. H. P. Cornell, both of Tullahoma.

Decatur, Chesapeake & New Orleans.—Track laid in 1889, Booneville to the Alabama State line, 34 miles. Surveyed, Booneville to Gallatin, 80 miles. President, G. C. Sandusky, Shelbyville; chief engineer, C. H. Roser, Fayetteville.

East Tennessee, Virginia & Georgia.—Johnson City & Carolina Railroad.—Under construction, Johnson City to Embreville, 10 miles. Contractors, Purdy & Rexford, New York city.

Genesis & Obed River.—Track laid in 1889, Genesis to Obed river, 2 miles. Surveyed, end of track to Bon Air, 26 miles.

Harriman Belt.—Track laid since January 1, 1890, on belt line at Harriman, Tenn., 1 mile. Under construction, belt line, 3 miles. Chief engineer, J. P. Suverkrup, W. H. Russell, both of Harriman.

Knoxville & Northeastern.—Surveyed, Knoxville to Dandridge, 30 miles. Chief engineer, W. A. Park; Robert Pritchard, both of Knoxville.

Knoxville, Cumberland Gap & Louisville.—Track laid in 1889, end of track to Cumberland Gap, 53 miles.

Knoxville Southern.—Track laid in 1889, Georgia State line to Hiwassee river, 15 miles; end of track 8 miles south of Nashville & Tellico Railroad to end of track 6 miles north of Nashville & Tennessee Railroad, 14 miles. Track laid since January 1, 1890, Hiwassee river to end track, 15 miles; end of track north, 30 miles. Under construction, end of track to Knoxville, 10 miles.

Louisville & Nashville.—Under survey, Summertown to Waynesboro, 36 miles; Jellico to Bird's Eye coal fields, 6 miles; Saxton to Bird's Eye coal fields, 5 miles; Clarksville to Dickson, 35 miles.

Morristown & Cumberland Gap.—Under contract, Morristown to Cumberland Gap, 30 miles. Contractors, Allison, Shafer & Co., Chattanooga.

Nashville & Knoxville.—Track laid in 1889, Carthage to Buffalo Valley, 16 miles. Track laid since January 1, 1890, Caney Fork to Cookeville, 22 miles. Projected, Cookeville to Glen Alice, 55 miles; Standing Stone to Hanging Limb, 15 miles. President, A. J. Crawford; Chief engineer, A. B. Fitch, both of Terre Haute, Ind.

Nashville, Chattanooga & St. Louis.—Located, Dunlap to Pikeville, 18 miles. Ohio Valley.—Nashville Northern Railroad. Projected, Princeton, Ky., to Nashville, 100 miles.

Paint Rock Coal & Coke Co.—Under construction, Oneida to mines, 45 miles. President, H. S. Green, St. Louis, Mo.; Chief engineer, Harry Bosler, Oneida.

Raleigh Springs.—Under construction, Memphis to Raleigh Springs, 11 miles. President, John Farguson; general manager, E. Scott, both of Memphis.

Tennessee & Ohio.—Projected, Rogersville to Big Stone Gap, 45 miles. President, E. J. Sanford, Knoxville.

Tennessee Midland.—Track laid in 1889, Van Osdells to Perryville, 38 miles. Under construction, Perryville to Nashville, 92 miles. Surveyed Nashville to Virginia State line, 288 miles.

PROJECTS AND SURVEYS.

Birmingham, Jackson & Kansas City.—Under survey, Jackson to Fowls, 45 miles. President, Clifton Dancy; chief engineer,

J. J. Williams, both of Jackson; Robert Gates, Memphis.

Bristol, Elizabethtown & North Carolina.—Under survey, Bristol to Mountain City, 75 miles. President, W. D. Haynes; chief engineer, Geo. S. Bruce; A. D. Reynolds, all of Bristol.

Chattanooga, Cleveland & Murphy.—Projected, Cleveland to Murphy, N. C., 70 miles. President, E. Walkins, Chattanooga. Coal Creek & Beech Fork.—Projected, Coal creek to New river, 35 miles. President, T. H. Heald, Knoxville.

Cumberland Mountain & Tennessee River.—Projected, Bridgeport, Ala., to Lansing, 100 miles. J. W. Hudson, Bridgeport.

Missouri, Tennessee & Georgia.—Under construction, Hickman, Ky., to Humboldt, 85 miles. President, L. B. Wright, Humboldt; chief engineer, J. J. Williams, Jackson.

Southern Coal, Iron & Railway Co.—Projected, Asheville, N. C., to Athens, 125 miles; Chilhowee to Maryville, 15 miles; Chilhowee to Morristown, 60 miles.

Tennessee, Alabama, Land, Mining & Railway Co.—Projected, Winchester to Bellefonte, Ala., 62 miles. President, M. H. Lake, Stephenson, Ala.; J. L. Gorton, Winchester.

Tennessee & Alabama.—Projected, Huntington to Dyersburg, 60 miles. N. Scott, Louisville.

Union City, Louisville & Memphis.—Projected, loop line connecting Union City, Tenn., with the Newport News & Mississippi Valley Railroad, 15 miles. President, W. H. Gardner, Union City.

Watauga Valley.—Surveyed, Johnson City to Atlantic & Danville Railroad, 50 miles. A. D. Reynolds, Bristol.

Total.—Track laid in 1889, 178.5 miles. Track laid since January 1, 1890, 82 miles. In process of construction, 386.5 miles. Surveyed or under survey, 822 miles. Projects of some promise, 738 miles.

KENTUCKY.—EXISTING ROADS.

Covington Transfer.—Partly graded, Covington to Ludlow, 2 miles.

Eastern Kentucky.—Track laid in 1889, Willard to Wehville, 2 miles.

Kentucky Midland.—Track laid in 1889, Frankfort to Paris, 40 miles. Projected, Paris to Big Sandy Valley, 150 miles.

Kentucky Union.—Track laid in 1889, Dodge to Winchester, 6.75 miles; Clay City to Kentucky River, 30 miles. Track laid since Jan. 1, 1890, Winchester to Lexington, 20 miles. Under construction, Kentucky River to Lost Creek, 28 miles.

Kinnickinnick.—Under construction, Kinnickinnick to Quarries, 8 miles.

Lexington Belt.—Track laid, since Jan. 1, 1890, at Lexington, 5 miles. Under construction at Lexington, 3 miles. President, Charles H. Stoll; chief engineer, A. I. Totten, both of Lexington.

Louisville & Nashville.—Track laid in 1889, Pineville to Cumberland Gap, 14.7 miles.

Louisville, St. Louis & Texas.—Track laid in 1889, Irvington west, 20 miles. Track laid since Jan. 1, 1890, Hardensburg to Fordsville, 13 miles; branch to Falls of Rough, 4.5 miles.

Louisville Southern.—Track laid in 1889, Lawrenceburgh to Lexington, 24 miles. Richmond, Nicholasville, Irvine and Beattyville R. R.—Track laid since Jan. 1, 1890, Versailles south, 10 miles. Under construction end of track, to Beattyville, 85 miles. Projected, Beattyville to Virginia State line, 85 miles.

Middlesborough Belt.—Under construction, belt line at Middlesborough, Ky., 42 miles; under survey, Bennett's Fork Branch, 5.5 miles; Stoney Fork Branch, 6 miles.

Ohio & Big Sandy.—Surveyed, Richardson to Pocahontas, Va., 80 miles.

Ohio Valley.—Track laid in 1889, Indiana State line to Henderson, 7.3 miles.

Owensboro, Falls of Rough & Green River.—Track laid in 1889, Owensboro to Fordsville, 28 miles. Under construction, Fordsville to Falls of Rough, 10 miles.

Paducah, Tennessee & Alabama.—Under construction, Paducah to Paris, Tenn., 65 miles.

Passenger & Belt.—Track laid in 1889, at Lexington, Ky., 2.5 miles.

West Virginia, Pineville & Tennessee.—Under construction, Pineville, east 10 miles. Projected 10-mile post to Breaks of Sandy, 130 miles. President, H. V. Loving, Pineville.

PROJECTS AND SURVEYS.

Bowling Green & Northern.—Surveyed, Bowling Green to the Chesapeake & Ohio Southern Railroad, 40 miles. Secretary, M. H. Crump, Bowling Green.

Burkesville & Northwestern.—Surveyed Burkesville to Horse Cave, 46 miles. President, W. F. Alexander; chief engineer, H. A. Genung—both of Burkesville.

Covington & Louisville.—Under survey, Covington to Louisville, 100 miles. John S. Gaunt, Carrollton.

Danville.—Projected, Danville to Alum Springs, 5 miles. President, W. L. Caldwell; John W. Yerkes, both of Danville.

Henderson State Line.—Projected, Henderson to Bowling Green, 100 miles. President, S. K. Surrell, Henderson.

Lexington & Richmond.—Projected, Lexington to Richmond, 26 miles. President, C. J. Bronston; secretary, James C. Rogers, Lexington.

Mount Sterling.—Projected, Mount Sterling to North Middleton, 10 miles. M. S. Tyler, Mt. Sterling.

Paducah & Hickman.—Projected, Paducah to Hickman, Ky., 50 miles. Secretary, W. F. Paxton, Paducah.

Total track laid in 1889, 175.25 miles. Track laid since January 1, 1890, 52.5 miles. In process of construction, 213 miles. Surveyed or under survey, 247.5 miles. Projects of some promise, 651 miles.

GENERAL NOTES.

A SYNDICATE of Illinois capitalists has secured an option on a large body of manganese lands near Batesville, Ark., and will likely proceed at once to erect washers, build granty tram-walls, and generally develop the property. A company is soon to be organized to develop 100,000 acres of yellow pine lands lying in Izard county. A. F. Benson, engineer of the company, has an option on five hundred million feet of yellow pine which will be put in. The gravel beds east of Batesville have been opened up, and a force of sixty men put on by the I. M. R. R. The gravel is to be used as ballast on the main line south of Little Rock. The Batesville bank is putting up a three-story stone building.

AT the first sale of lots by the Land Improvement Co., of Hagerstown, Md., 175 lots, representing about \$25,000, were sold.

RAILROAD extension in Texas has been remarkable of late. The State has a total mileage of 8,152 miles of main track and 881 miles of side track. The capital stock paid in is \$177,454,284, and the cost of construction has been \$346,659,473. During the present fiscal year these roads have paid in State, county and municipal taxes \$645,588. Eighty-nine counties with an area of 99,320 square miles, and a railroad mileage of 6,278 miles, contain three-fourths of the population of the State, while 84 counties, containing an area of 90,808 square miles, and having no railroad facilities, have a population of only 123,103.

EIGHTY thousand dollars worth of lots, representing about a square and a-half, were sold at auction at Richmond, Va., last week.

THE executive committee of the Sequachee Iron & Coal Mining Co. has started operations on the company's property in the Sequachee valley a few miles above Jasper, in Marion county, Tennessee. The company has approved the plan of the consulting engineer for the town-site, has perfected a plan for a large hotel to cost \$50,000, to be completed by October 1st, located coke ovens, 200 of which are to be constructed at once, laid out a park in a beautiful grove of natural trees in which is to be a lake supplied from the celebrated "Blowing Spring," and made arrangements for the construction of water works which will be supplied from another famous spring which flows from the mouth of a large cavern on the mountain side. The company has about 30,000 acres of agricultural and mineral lands, containing both coal and iron, which it will develop.

AT the great land sale at Kimball, Tenn., last week, 331 lots were sold for \$434,500, an average of \$1,314 per lot.

LIEUTENANT BARLOW, who has charge of the work on the Muscle Shoals canal, has written a letter to the Chattanooga Chamber of Commerce regarding the open-

ing of the canal, in which he says: "I have just made a careful inspection of the entire line of the canal and find that there is nothing now to prevent the navigation of the canal as far down as lock No. 7. Between lock 7 and 8, however, the embankment requires a large amount of work to render it sufficiently strong and tight. This work has been delayed by high water, but is now making excellent progress. Owing to the absolute necessity of doing this work thoroughly, I cannot promise its completion with the limited means now on hand in less than four months. It seems, therefore, impossible to pass boats through before September 1."

LAST week 115 lots were sold at the Norfolk (Va.) real estate exchange for \$19,421. Prices ranged from \$122 to \$225.

SAN ANTONIO seems to be crowding the other thrifty cities of Texas very closely. A joint stock corporation is shortly to be formed there for a number of manufactures which are to be joined, and they are to embrace not only the manufacture of cotton clothes, but cotton bagging, cotton-seed oil, cotton-seed oil cake, an oil refinery and a woolen mill for the manufacture of flannels and blankets. Prices have already been received from owners of machinery for the manufacture of these goods, and the problem of their manufacture is easily solved, not only in the immense water-power comparatively unused, but by using steam and possibly natural gas. It is thought that gas will be piped to the city in a short time, and soon a fine quality of bituminous coal can be had for less than \$4 per ton.

A TEXAS man has got out a patent which is intended to solve the road question, especially in regions where good road building is very difficult and expensive. The patent is called the "Railroad for Wagons," and the method of operating is described as follows: "Through an exceedingly bad road, say bottoms and marshes, a grade, say 20 feet, is first made. On this grade are placed crosswise every four feet wooden ties six feet long. On these ties are laid and fastened, four feet ten inches apart, two flat iron rails four inches wide, of sufficient thickness to hold up the heaviest loaded wagon. These rails have a flange on the inside two inches high to keep the wheels on the track. The space between the rails is planked, sanded or graveled, as the necessity of the case may require. The approach to the track is guarded by inside flanges that curve inward to guide the wheels to the track." Thus equipped this kind of road is claimed to afford easy and sure travel in any season of the year and in any kind of weather, besides furnishing a road of several years duration, the grade being the only thing liable to get out of repair. This road complete in all its parts can be built, it is estimated, for \$1 per running foot, and in some places for less, making it cheap, as well as safe. Switches are to be put in for passing wagons.

A MOVEMENT is on foot at Staunton, Va., teeming with possibilities for the agricultural interests of Southwestern Virginia and parts of West Virginia. It is proposed to organize a company to conduct a large abattoir and furnish dressed beef to Washington, Richmond, Baltimore and other cities. It is estimated that from 40,000 to 100,000 head of cattle can be annually driven in from the surrounding country of Staunton. Fertilizers are manufactured here now from the scraps of the slaughter-houses, and the tanning industry could also be developed. A charter authorizing a capital of \$500,000 will be secured.

THE reassessment of real estate at Roanoke, Va., reveals a remarkable increase in value. In 1885 the valuation was \$1,900,000. The present assessment shows a valuation of about \$6,000,000.

DALLAS, TEXAS.

The Trinity River to be Made Navigable.

[Special Cor. MANUFACTURERS' RECORD.]

DALLAS, TEXAS, June 12, 1890.

One of the most important movements affecting the general business interests of this city was started here last week. It is a movement having for its object nothing less than navigation of the Trinity river, on the banks of which the city is built. The river is known to be navigable. Away back in the latter part of the sixties steamboats, aided by the advantage of high water, pushed their way to Dallas. A boat was built and launched here about 20 years ago with great eclat. Before the advent of railroads a regular steamboat traffic was carried on between Galveston and points 30 and 50 miles below Dallas. With this cue at hand some of the leading citizens quietly worked up the project of re-establishing navigation on the Trinity, in order to thus add another most important artery to the trade of the city, affording competition to the railways and securing to Dallas the immunities enjoyed by ports of entry by reason of the operations of the interstate commerce law. A mass meeting was held under the auspices of the Board of Trade, the feasibility of navigation on the Trinity as far up as Dallas was shown beyond question by reference to official documents and by the evidence of past efforts which clearly demonstrated the practicability of the proposition, and at that meeting the Trinity River Navigation Co. was organized and \$7,500 stock in the company was subscribed. The formulation of a plan of work was then placed in the hands of a committee composed of Henry Exall, Robert Gibson, J. P. Murphy, W. A. Nason, J. T. Trezevant, O. P. Bowser and R. V. Tompkins, C. H. Cooper, Frank Field, H. C. Burlew, Frank Irvine and R. B. Godley were appointed a committee to solicit additional subscriptions to the stock and since the meeting was held they have succeeded in increasing the stock subscription considerably. These are all well-known business men, leaders in public affairs and in their hands the success of the undertaking is assured. The company will secure a charter to do business under the State laws; an assessment on stock has already been made and active operations have commenced. Texas representatives in Congress have been requested to urge an appropriation for the improvement of the river.

Navigation on this stream will strengthen the commercial ties between Dallas and Galveston. The latter city will take an active part in securing permanent and profitable steamboating on the river. The Trinity has its source in the Northern portion of the State, and it flows through the richest agricultural section, emptying into Galveston bay. With boats flying on its waters it would drain a large commercial territory, among the finest in Texas, and sustain an immense traffic.

Already the effects of this movement have been felt in business circles, and there is increased inquiry for real estate, manufacturing and business sites. Dallas people are wide-awake and progressive. They don't waste time or money on uncertain ventures, but they will spend any amount of money to secure an advantage, the benefits of which are as manifest as in navigating the Trinity. They see in it inestimable benefit in the certainty of building up manufactories and commerce. They see in the river a natural advantage, which, if utilized, will double the value of business property, increase the value of suburban property three-fold, will make Dallas the distributing point for 200 miles around and will increase her population to 250,000 in less time than ten years. With elements

of indomitable energy and enterprise in her people, with a city of 60,000 inhabitants already established, with cheap fuel and her 13 lines of railways, affording the finest distributing facilities of any city in the State, Dallas is certainly destined to hold her present position as the manufacturing, the financial and the commercial center of the new Southwest. Every encouragement is offered to prospective manufacturing enterprises, and they have before them the success of those which, after being established a year, have been compelled to double capacity. It is said there is not a factory in Dallas up with orders, so great is the demand for the manufacturing products. With free sites offered by the Dallas Manufacturers' Aid & Improvement Co. in its manufacturers' reserve, which is the finest located, with regard to water, railway facilities, elevation and healthfulness, of any property about the city. Here the locating manufacturer may have a site for buildings free of cost, with the right to enjoy the fruits of his own enterprise in the increase in the value of his site by virtue of the establishment of his own, as well as other factories.

KIMBALL.

[Special Cor. MANUFACTURERS' RECORD.]

KIMBALL, TENN., June 14, 1890.

You will have been informed by the Associated Press that the two day's sale at this place reached the very large figure of \$434,000. This was as gratifying as it was unexpected to the management, who thought that if \$250,000 in value were sold it would be an exceedingly successful affair, but neither they nor anyone else had fully estimated the potency of the personnel of the leading men connected with this corporation; nor of the strong influence that would be exerted by the publication of Prof. Hull's very eulogistic and yet very conservative report about the minerals and timbers of the Sequatchee valley.

While watching the bidding during the two days, I was struck with the earnestness of the audience. It was apparent when the sale opened on the first day that the majority of those present meant business. There was at no time the intense excitement that has characterized sales of town lots at some places in the South, but, instead, there was a careful scrutiny of the map, and a judicious condition of mind seemed to govern the entire assemblage, and yet the business went very rapidly. In less than 30 minutes after the sale opened more than \$60,000 worth of lots were sold; and then came a thunder-storm accompanied by a pelting rain, which made such a racket that it was impossible to hear the voice of the auctioneer, or the cries of the bidders. The rain fell with such violence that beneath the tent was a falling spray, almost as dense and wet as the mists of Oregon, that compelled people to hoist their umbrellas, and to get up from their plank seats, whose surface was saturated with water. The storm continued for an hour and three quarters, but the audience waited patiently. When the sun broke through the clouds, the auctioneer resumed and the bidders went at it once more as if anxious to make up for lost time. The weather the second day was more propitious, and bidding commenced in lively fashion and was continued until the hour came for closing the sale. When Mr. Kimball stepped forward to announce that the hour had arrived, the bidding was as spirited as it had been at any time during the two days; and Capt. Frierson, the auctioneer, said: "Don't stop me. Give me 15 minutes more, and I will sell \$50,000." "No sir," replied Mr. Kimball, "time is up; the programme is carried out. Gentlemen who wish to buy and have not bought must wait until our next sale, which will be some time next fall, or else

must purchase from some of those who have been so fortunate as to invest." This declaration was like the law of the Medes and Persians "that altereth not." The great sale ended then and there. President Roots then took from the assistant cashier of the Chattanooga National Bank the sealed package that contained the valuation of lots put upon them by the committee of corporation, and read from it the prices they had affixed to every lot offered for sale. It was found that in some cases the buyers had obtained their properties for less than the appraisement, but in a majority of cases the bidders had gone more or less beyond them. In other words, the judgement of the company's committee was more than confirmed by the purchasers who came from many different States. It is needless to say that the announcement of this result was gratifying to all concerned.

It will be remembered that announcement was made that ten per cent. of the sum total received for lots would be set apart by the company, and that that would be divided evenly between the religious organizations of Kimball and its educational institutions. Consequently, there was at this sale realized for the advancement of religion in Kimball \$21,700, and a like sum for the Technical Institute that is to be established here. If any town at the beginning ever had such an endowment for such purposes it has not, so far as I know, been made known to the public. An interesting incident in connection with this is that Hon. Logan H. Roots, president of the corporation, suggested immediately before the auctioneer began his work, that should any lot purchaser be without denominational bias he might assign the five per cent. from his money to that very useful unsectarian organization, the Young Men's Christian Association. It was also stated that one of the finest lots in the town plat, which the auctioneer's assistant found on the map and pointed out to the audience, had been reserved by the company for that specific purpose. The first gentleman to call at the company's office after the sale was a wealthy citizen of Minneapolis, Minn. He paid to Treasurer Richardson \$10,300 cash, and obtained his warranty deed. He ordered that the \$515, which was the five per cent. upon his payment, should be placed in bank to the credit of the Young Men's Christian Association of Kimball. Of course, such an organization is not yet in existence, but with a splendid lot in the business center of the city, and with a nucleus of \$515 in its treasury, the organization of an association here is simply a matter of time.

I saw Mr. Kimball to-day and asked him what was the next thing on the programme. He said: "We must await the completion of the surveys that our landscape and civil engineers are making, and for the plans of the architects to be completed and approved for our hotel and our industrial building. The first thing a new town should do is to establish its grades and its sewerage system. Where this is not done citizens are always put to considerable expense after they have made their improvements, and this we wish to avoid. We have a large force employed, and shall add many more men to the number; but we cannot and will not permit anybody to commence building until our grades and our sewerage systems are well established." He hoped that this would be done within 30 days, and said that in the meantime an extensive brick-yard would be opened provided with the best machinery and appliances, and would commence at the earliest possible day to make brick at the rate of 600,000 a week. "We must," said he, "be able when the builders commence to have an ample supply on hand to meet their needs, and, as a very large number of lots on which improvements are soon to be made are inside the fire limits we have

established, an immense number of bricks will be required."

The Northern capitalists who visited this sale, and who were entertained at Lookout Inn by the Chamber of Commerce of Chattanooga, left that city Friday morning. Before doing so they passed a series of resolutions in which they expressed their wonder at all they had seen and learned of the resources of this whole section, and especially of those tributary to Kimball, which they declared confidently would become a great and flourishing manufacturing city—the center of a multiplicity of industries. They also left behind them, with an appropriate letter, a costly and beautiful staff to be presented to Mr. Kimball after their departure. In their letter they recognized the grand work which Mr. Kimball has done in the South for more than two-score years, and expressed their unbounded faith in the success of the enterprise which the MANUFACTURERS' RECORD some time ago fittingly called "Kimball's Crowning Effort."

Lookout Inn, where I am enjoying a few days rest, is a delightful place. It was opened to guests on the second day of this month. The first formal reception was given by the Chamber of Commerce of Chattanooga to the Northern excursionists who attended the christening sale, and was in compliment to the officers and directors of the Kimball Town Co. and their guests from everywhere. This hotel is destined to enjoy a most prosperous future. The broad-gauge road that runs from Chattanooga, and makes a circuit around the mountain until it climbs the summit and stops in front of the hotel, makes the ascent easy even for invalids, and affords to all lovers of the picturesque and beautiful views of scenery and landscape far beyond my powers to describe. The building itself is a grand structure of fine architectural proportions, most pleasing to the eye. The interior is everything that could be desired. The appointments are as near perfection as possible. The cuisine, if not equal to Delmonico's in variety, is fully its equal in other respects, and the service is excellent. Col. J. C. Bryan, the manager of this great establishment, which can comfortably provide for six hundred guests, understands his duties to perfection, and makes everyone feel at home. Col. R. L. Watkins, the originator of this enterprise, and president of the Hotel Co., also contributes greatly to the enjoyment of all visitors. I can most heartily commend this splendid establishment to all who for health, pleasure or rest are seeking a mountain resort.

THE Kansas City Times, noticing the withdrawal of Mr. Chas. H. Grasty from the Times to connect himself with the MANUFACTURERS' RECORD, says:

Mr. Grasty began his work with the Times when a very young man. He was a reporter of remarkable versatility and ability. Successively he filled the positions of city editor, managing editor and business manager, and in all exerted qualities of high value. A college bred man, he possesses a keen sense of realities; a fluent and graphic writer, he could measure news with promptness and accuracy. In every department he supervised during his long stay with the Times his influence was felt and will remain. He had spirit, judgment and literary cultivation combined. Of late his mind has turned to the development of the manufacturing possibilities of the South, and for the furtherance of that idea he has accepted a liberal offer from the MANUFACTURERS' RECORD, the leading organ of the New South. The Times parts with him reluctantly. Mr. Grasty's work will be at once felt in his new field. Energy, ambition and ability like his will make their mark wherever applied. The Times wishes him all the success he is certain to attain.

CAMBRIA, VA.

The West Salem Land Company's New
Town-Site on the Norfolk &
Western Railroad.

The Natural Trading Point of a Fertile Farm-
ing Country, and Likewise a Region
Rich in Timber, Coal and
Other Minerals.

On the Top of the Alleghany Moun-
tains, from which a Glorious View
may be had of the Peaks of Otter,
Sixty Miles Away, and all the
Lovely Intervening Valley.

Extraordinary Success which has Re-
warded the West Salem Land Com-
pany's Management of Properties
Represented by Previous Series of
its Stock.

Another Substantial Investment for Men
of Moderate Means.

[Special Cor. MANUFACTURERS' RECORD.]
AT THE FUTURE TOWN OF CAMBRIA,
NEAR CHRISTIANSBURG, VA.
JUNE 14, 1890.

Cambria is to be the name of a new town, of what may as well be called an extension of an old town, at one of the most delightful locations in a region destined to be adorned with homes of more millionaires than now live in any equal area, even in the wealthy iron districts of Pennsylvania. This particular place has just been taken in hand by the West Salem Land Co., whose charter authorizes town building and accessory developments not only in the county of Roanoke, but in all the adjoining counties—a company which has been remarkably successful in all its undertakings. The land to be laid out for the site of Cambria lies on both sides of the Norfolk & Western track, reaching from the limits of the famous old town of Christiansburg, across the railroad, and up the inclined plane that stretches in the direction of the Yellow Sulphur Springs.

Almost in the center of the property is a famous fountain, whose clear, cold water flows forth eternally with undiminished volume, and close to this big spring nature has thrown up a hill on which its flow may be collected in a reservoir high enough to send the water forcefully bounding into every factory, store-house and home within the limits of charming Cambria will contain.

There was a necessity for Cambria, because what is known as Christiansburg depot is a mile from the old town and stands in a defile so narrow that it can scarcely accommodate the regular double track of the road, to say nothing of the side-tracks needed at so important a shipping point—a point at which the first coal ever carried over the Norfolk & Western was loaded. This coal is famous all over Virginia, and comes in wagons from Brush Mountain and Price Mountain in the Blacksburg coal region. Some of the best veins in this district lie within five or six miles of Cambria, and in view of the fact that the Norfolk & Western Co. has recently purchased land enough to hold a half dozen long sidings on the west side of the track and three acres and a-half on the east side, all right in the heart of the Cambria town-site, the probabilities are that new depots and accommodations for traffic will be built here on a scale to compare with any between Roanoke and Bristol; for, if the reader will take a map, he will see at a glance that half the distance now traversed between Eggleston on the New river extension and Christiansburg on the main line can be saved by building twenty miles straight across country. With this cut-off

constructed, Cambria will be the eastern terminus of the Norfolk & Western's line, which, when completed, will extend to the Ohio river and thence to Columbus, the capital of Ohio.

Of course, no man on the outside can foretell what a railroad company is going to do, any more than he can foretell whom a woman will marry or what will be the verdict of a petit jury, but it stands to reason that a saving of twenty miles is not likely to be overlooked by so admirably managed a corporation as the Norfolk & Western. Should this surmise be correct, the day through trains from Columbus, Ohio, roll into Cambria over the cut-off from Eggleston, the lands of this company, for which the shareholders are now paying only about \$60 per lot, not counting the space to be occupied by streets, will be worth six or eight times what they cost. Let us suppose that 50 acres of the 350 be used for parks, and fifty more be donated to industrial enterprises, there will remain 250 acres which may be divided into 1,500 lots, a few of 25 feet, but most of them of 50 feet. Now the stockholders will only pay in \$100,000 all told, of which \$25,000 is to be devoted to betterments, including probably a subscription to the stock of a hotel company. This would be paying for the lots only \$75,000, and that is only \$50 a lot.

Therefore, even in the event that the Norfolk & Western should continue to run its Ohio trains over twenty miles per trip more than it will have to when the cut-off

mineral elements which are found in most of it of one kind or another. Speaking of the atmosphere, there is scarcely ever a day in summer, so I am informed by those who have resided here for years, when a brisk breeze fails to blow. The nights are always cool enough to make a blanket comfortable.

Of the scores of magnificent views from points along the line of the Norfolk & Western Railroad between Lynchburg and Bristol, I have never witnessed one more sublime than that from the top of "Reservoir Hill" in Cambria. At a distance of 60 miles the peaks of Otter, both the Sharp Top and the Flat Top, are as clearly outlined against the Northeastern horizon as at Liberty, which lies at their very base. And the intervening country presents a greater variety of valley and mountain, green field and forest than any other stretch of land I have ever beheld on this continent.

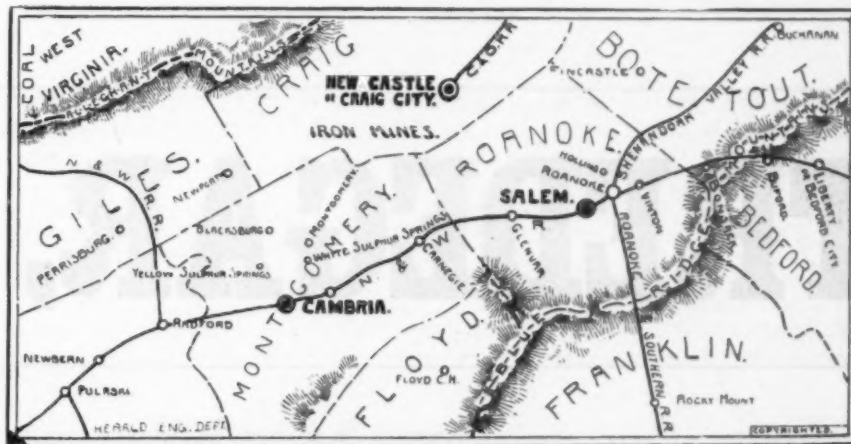
After a morning spent going over these properties of the West Salem Land Co., which are to form the basis of its "Series D" stock, in company with Mr. Allen and Capt. Tompkins, respectively president and secretary of the company, I drove over to the Yellow Springs, a watering place of great renown, where Capt. Holt, the proprietor, not only gave us a good dinner, but informed us that a company had been chartered to build a branch railroad from Cambria by way of the Yellow Sulphur, to the coal region beyond. As I have said, this coal already has a

bracing air, high altitude, delightful situation and the great variety of mineral springs which abound in the vicinage, such a hotel would have a steady patronage from year's end to year's end. Prospectors and investors in Southwest Virginia would make it headquarters.

I was told that there are already a number of farmers in this section who wish to move to town and who have expressed the intention of buying lots in Cambria so soon as the town is opened. It is also stated that a good many railroad men will build homes here.

And so, in view of the natural attractions of the place, the great increase of wealth and population up and down the Norfolk & Western Railroad consequent upon the rapid development of Virginia's resources this Cambria enterprise is one calculated to commend itself to all who are seeking safe, substantial investments. The company that is managing deserves the co-operation of the public, because investments in the various series it has heretofore offered to the public have paid, and nothing succeeds like success.

The first stock offered was based on some land on the right-hand side of the macadamized road west of Salem. This was designated "Series A." The capitalization was made to conform to actual value at the time the stock was offered. The dollar-a-month payments appealed peculiarly to men of moderate means. The stock was soon taken, and negotiations have been closed for a sale of the assets of



MAP SHOWING CAMBRIA AND OTHER TOWNS AT WHICH THE WEST SALEM LAND CO. IS OPERATING.

from Eggleston shall be constructed to the investors in this Cambria series of the stock of the West Salem Land Co., existing advantages insure a handsome profit.

Now let us see if this be true. This Cambria town-site is already the natural trading point of Montgomery county, Floyd county, and of considerable portions of Giles, and of Craig, and of Franklin, and of Carroll. Had not Christiansburg been left so far to the left by the Norfolk & Western, and had her citizens realized that natural advantages alone do not make towns grow, Christiansburg, on account of its vast "back country," and the almost incredible salubrity of its climate, and the fact that it is the first town on the Norfolk & Western close to coal, would to-day have been a considerable city. Of course the development of Cambria will help Christiansburg, but if Cambria be handled properly, the center will be Cambria, with Christiansburg as a suburb, unless, perchance, the good people of Christiansburg get up and bestir themselves, so as to make the most of what God has given them, in which event Cambria and Christiansburg may prosper *pari passu*.

The air here on the mountain top is so pure and bracing that malaria is cured by breathing its ozone without an ounce of quinine or other drug being taken. The water, as has been intimated, is probably as pure, chemically, as the distilled water of the apothecary's jar, except for the

great reputation, but its output in large quantities is prevented by the costliness of wagon transportation. It is said to be a semi-anthracite, and during the war was used extensively in a raw state for melting pig iron. Mr. I. H. Adams, of Lynchburg, is my authority for this statement. The veins are from four to five feet thick and dip at an angle of about 45°. The cost of mining is said to be about 60 cents a ton, and the coal is sold at numerous points to consumers at about \$2.00 a ton. At Salem it has long been a prime favorite as a fuel coal. The grade from Cambria to these mines is a very easy one, there being only one or two cuts and fills of consequence in the entire 12 miles which it is proposed to build. In addition to the coal which this road will haul, it will have a large miscellaneous traffic to and from the country back of Blacksburg.

In view of the fact that Cambria is the nearest depot to so large an agricultural country, it has been picked out by a majority of the members of the Farmers' Alliance residing in the tributary region as the location of a warehouse. So soon as mercantile houses adequate to the requirements of such a region shall be established, Cambria will have a population of several thousand independently of the industries which will doubtless congregate at so available a point.

One of the first things to be built is a modern hotel. On account of the pure,

"Series A," which will give to every stockholder about four dollars for every dollar he paid in. The second purchase was the Baxter Logan farm near Salem. That was sold before the third assessment of a dollar a month had become due, and the profit was such that for every two dollars a share paid by stockholders about \$5.50 have so far been returned, while \$5 more will be forthcoming so soon as the deferred payments are made by the parties to whom the "Series B" property was sold. The third purchase, or "Series C," is based upon some very valuable town property at New Castle, Va. The fourth purchase is this Cambria property, which is to be capitalized as "Series D."

The capitalization of "Series D" is to be 2,000 shares of \$10 each par value, payable at the rate of \$1 a share a month. But when five payments shall have been made, the stock will be declared full-paid and non-assessable. The West Salem Land Co. will handle the property to the best advantage, and there is every reason to expect that as good a profit to the stockholders of this Cambria class (Series D) will be secured as from "Series B," which, as has been stated, exceeded \$4 for one.

THOMAS P. GRASTY.

A COMPETENT man with some capital, to go into the flouring business, is advertised for in another column by S. R. Smith, Culpeper, Va.

Tredegar offers the most inviting field in the United States for the establishment of manufacturing enterprises.

It has unequalled advantages for

Iron and Steel Works, such as Furnaces, Rolling Mills, Machine Shops, Foundries and everything using iron.

Car-Wheel Works, Car Shops.

Cotton Mills, Knitting Factories, and other Textile Industries.

Cotton-Seed Oil Mills and Fertilizer Factories.

Woodworking Industries of every sort, Saw and Planing Mills, Sash, Door and Blind Factories, Furniture Factories, Handle and Spoke Factories, Agricultural Implement Works, Carriage and Wagon Factories, &c.

Brick Works for making Building Brick, Vitrified Brick, Fire Brick, &c.

Sewer Pipe Works.

And many other industries.

The most liberal inducements will be offered to those who desire to locate such industries.

Here are found the finest Hematite Iron Ores in the South.

*The Best Location in the Country
for New Enterprises.*

TREDEGAR, ALA.

Extensive Manganese Deposits that experts from Pennsylvania and elsewhere believe to be the greatest in the United States.

Vast Forests of Fine Timber, Pine and many varieties of Hardwoods.

Never-failing Mountain Springs with a daily flow of many million gallons of the purest Freestone water, besides Sulphur, Chalybeate and other Mineral Springs.

A climate that has no superior for all the year; malaria is unknown, and the nights are cool even in midsummer.

A Fertile Agricultural Country, where cotton, grains, grasses, fruits and vegetables yield abundant crops, and where fine Jerseys wade knee-deep in clover.

A population of 3,000, churches of all denominations, excellent schools, charming society.

A National Bank, Water Works, Fine Hotel.

Will build Two Furnaces, Rolling Mill and probably Basic Steel Works, Cotton Mill, &c.

For particulars address GOLDSMITH B. WEST, General Manager JACKSONVILLE MINING & MANUFACTURING COMPANY, Tredegar (Present Postoffice, Jacksonville), Alabama.

*An Unequalled Field for
Profitable Investments.*

CARDIFF.

The Cardiff Coal & Iron Company,

CARDIFF, TENNESSEE.

Capital, \$5,000,000.

Fifty Thousand Shares—Par \$100.

(CHARTERED BY THE STATE OF TENNESSEE.)

PRESIDENT.

B. B. SMALLEY, BURLINGTON, VT., President of the Ogdensburg & Lake Champlain Railroad Company.

VICE-PRESIDENTS.

W. P. RICE, FORT PAYNE, ALA.

HENRY C. YOUNG, CARDIFF, TENN., of Cordley & Co., Bankers, Boston, Mass.

GENERAL MANAGER, - - - M. M. DUNCAN.

DIRECTORS.

THE PRESIDENT & VICE-PRESIDENTS, Ex Officio.

JOSHUA L. CHAMBERLAIN, NEW YORK CITY, N. Y., Ex-Governor of Maine and President of Bowdoin College; Ex-President of the Association of the Army of the Potomac.

WILLIAM WARNER, KANSAS CITY, MO., of Warner, Dean & Hagerman, Counsellors-at-Law; Ex-Member of Congress from Missouri, and Commander-in-Chief of the Grand Army of the Republic.

SAMUEL E. PINGREE, HARTFORD, VT., Ex-Governor of Vermont; Chairman of the Board of Railroad Commissioners of Vermont.

CHARLES L. JAMES, BOSTON, MASS., of James & Abbot, Lumber.

T. G. MONTAGUE, CHATTANOOGA, TENN., President of the First National Bank of Chattanooga; Director of the Roane Iron Co.

ROBERT PRITCHARD, CHATTANOOGA, TENN., of Pritchard, Sizer & Thomas, Counsellors-at-Law.

J. F. TARWATER, ROCKWOOD, TENN., of Tarwater & Brown, Iron Miners.

J. M. FORD, KANSAS CITY, MO., President of the Fort Payne, Ala., Furnace Co., and of the First National Bank of Denison, Texas.

CARLOS HEARD, BIDDEFORD, ME., Merchant.

JOHN M. WHIPPLE, CLAREMONT, N. H.

FISCAL AGENTS IN THE NORTH.

CORDLEY & CO., BANKERS, 121 Devonshire Street, Boston, Mass.

BANKERS IN THE SOUTH.

FIRST NATIONAL BANK OF CHATTANOOGA, TENN.

TRANSFER AGENTS.

AMERICAN LOAN & TRUST COMPANY, BOSTON, MASS.

THE CARDIFF COAL & IRON COMPANY, at a public sale held April 22d to 24th sold over one million dollars' worth of business and residence property to investors, who will build on and improve the same at once. The prices were conservative and maintained within the limits of actual value. The proceeds of this sale, together with the sum to be contributed by the Cardiff Coal & Iron Company from the sale of its treasury stock, gives the management two million dollars, all of which will be expended in building up the town. The place does not exist that can approximate the inducements that this city now offers to every class of industry and manufacture.

SITUATED IN A HEALTHY CLIMATE,

SUPPLIED WITH PURE WATER,

EXCELLENT TRANSPORTATION FACILITIES,

In the Heart of the Great Iron and Coal Belt of Tennessee,

Surrounded by a rich agricultural community, with every class of business sustained by the demands of the country, Cardiff will furnish to the Manufacturer, the Merchant, the Banker, the Professional Man, the Farmer, the Miner, the Laborer all that reason demands.

Financial Encouragement will be Given Every Class of Business.

The Cardiff town site contains over 3,000 acres. The building of Cardiff is in charge of men of approved judgment and experience. The town will be developed by the erection of Iron Furnaces, Coke Ovens, Hotel, Water Works, Motor L Electric Lights, Manufacturing Plants, Public Buildings.

MIDDLESBOROUGH,

KENTUCKY.

There Are Now Under Contract:

- A Basic Steel and Iron Plant, daily capacity 300 tons, to cost \$1,000,000 and to employ about 1,000 hands.
- An Iron Rod Mill; A Sheet Mill; A Nail Mill.
- Two Coke Iron Furnaces, 150 tons daily capacity each, and one Charcoal Furnace.
- A \$500,000 Tannery—the largest in the world
- Fourteen Coal Mining Enterprises, to employ about \$2,000,000 capital.
- A Dozen Wood-Working Enterprises.
- A Twelve-Mile Belt Railroad.
- Tile Works, Fire and Building Brick Works, and a dozen or more other enterprises.

\$18,500,000

Already Invested in the Development of Middlesborough.

Since the above announcement was made, Mr. A. A. Arthur, the manager of the company, has returned from London, where he secured an additional **\$8,000,000** to be invested in Middlesborough enterprises.

The capital of the Water Works Company has been increased from \$200,000 to \$750,000.

The capital of the Electric Street Railway Company has been enlarged to \$250,000 and the proposed lines extended so as to cover all the principal streets.

The length of the Belt Railroad has been increased to 20 miles, and the whole line will be in operation in a few weeks.

The money has also been secured for an extension of the Knoxville, Cumberland Gap & Louisville Railroad through the tunnel into Middlesborough. There is now under negotiation a lease of railway systems, of which the Knoxville, Cumberland Gap & Louisville road will form a link, giving Middlesborough trunk line connection with Chicago, Cincinnati, Louisville, Atlanta, Charleston, Savannah and Pensacola. Arrangements are also being made for direct connection between Cumberland Gap and some point on the Atlantic coast, and following this will be the establishment of a line of steamers between that point and Liverpool.

\$400,000 has been secured for the Middlesborough Coal and Iron Bank, which is now a regular department of the American Association's business.

The entire capital of the Cumberland Gap Park Company, \$1,800,000, has been secured in London. Contracts

have been let for the magnificent hotel, casino, sanitarium and other buildings.

The Middlesborough Hotel Company's capital has been increased. The company is now making an addition to its present building at a cost of \$25,000. Contract has been let for new hotel with ball room, casino and all the attractions and appointments of a first-class house, to cost \$75,000.

Contract has just been made for a new office building for the American Association, to be of stone and to cost \$35,000. A new office building will also be put up for the Middlesborough Town Company, the material to be stone and brick.

The Ousiotto Building Company, with a capital of \$250,000; the Manchester Building Company \$200,000; the St. Helen's Building Company \$200,000, and the New South Building and Loan Company with \$100,000, have been organized.

The eminent engineer, Mr. George E. Waring, Jr., of Newport, R. I., has been given the superintendency of contracts for a system of sewerage for Middlesborough and for the continuation of the work of straightening the stream that flows through Middlesborough. These improvements will cost \$150,000.

Mr. Arthur completed plans for a residence town at Cumberland Gap in connection with the American Association's developments. The amount secured for this purpose was \$750,000. The laying out of these lands has been given to Mr. George E. Waring, Jr.

The Watts London Iron and Steel Syndicate will increase its capital to £1,500,000 (\$7,500,000) and build other industries in addition to those already announced. Of the two furnaces now building the first will blow in early next October, and the second in November. Two other furnaces will be let to contract January 1.

Parties from Manchester, London and Liverpool will attend the May auction sales at Middlesborough, and will come with \$3,000,000 to invest in Middlesborough lots. Other parties are coming to form subsidiary companies to operate at Middlesborough in addition to those enumerated above.

The Northern American Association has been formed with a capital of \$3,750,000 to develop 200,000 acres of Kentucky coal lands; also the Anglo-American Association, with capital of \$2,000,000, to develop 80,000 acres of Kentucky coal lands, and the Western American Association, with capital of \$3,000,000, to develop 150,000 acres of coal and iron lands in Tennessee.

Counting the new enterprises arranged for on this trip and the additions to the capital of such as had been already announced, Mr. Arthur has secured nearly \$8,000,000 to be invested at Cumberland Gap. This is **\$8,000,000 of new money to be added to the millions already invested.**

Thus the Amount of Capital now Invested in the Development of Middlesborough reaches

\$26,500,000.

Besides this, the three coal and iron companies mentioned above, whose aggregate capital is **\$8,750,000**, are closely allied to the American Association and the Middlesborough Town Company, and their developments will be made to contribute to the growth of Middlesborough.

The history of the world does not show an instance of

such amazing development in so short a time, and on so sure and solid and permanent a foundation.

A year ago the population of the present site of Middlesborough did not exceed 50; to-day the town has a population exceeding 5,000. It is a conservative estimate to say that in three years 50,000 people will be living here.

MIDDLESBOROUGH TOWN CO., Middlesborough, Ky.

FACTS ABOUT FLORENCE.

LOCATION.

Florence is in North Alabama, near the Tennessee line, on the Tennessee river, which is navigable here for large steamers. It is on the Memphis & Charleston Railroad, and the Nashville & Florence branch of the Louisville & Nashville Road.

AGGREGATE OF ADVANTAGES.

There are many places in the South possessing the advantages of a good climate, healthfulness, natural resources and manufacturing capabilities more happily combined and in a higher degree than can be found in any other part of the country. It is believed, however, that at no point in the South, and hence nowhere in America can there be found an aggregate of so many unsurpassed advantages and attractions as exist at Florence.

IRON AND COTTON MANUFACTURING.

Florence can make iron as cheaply as any place in Alabama. It has facilities for the manufacture also of cotton goods equal to those of any other place. Anything that uses wood as a raw material can be made here at as low a cost as anywhere in the South.

Thousands of acres of iron ore of a high grade within a few miles of Florence are owned by Florence companies. Limestone is quarried within the town limits. There is enough of it to last for ages.

Cotton mills would get a large part of their supply from the country around Florence. Cypress creek furnishes water power and mill sites enough to make Florence the Lowell of the South.

North of Florence, and up the Tennessee river, there are large areas of timber, embracing a wide variety of hardwoods—forests that the axe has never touched.

COMMERCIAL AND AGRICULTURAL FACILITIES.

Besides its industrial possibilities, Florence is a point of great commercial importance, and is becoming the center of an extensive mercantile business. It has the advantage of both rail and river transportation and of competing railroads. Several additional railroads are now under construction to open up new trade connections to Florence.

Florence is surrounded by a wide extent of fertile and productive country, as well adapted for farming, stock raising, fruit growing, truck farming, dairying, &c., as any in the world. Further, it has a climate that is delightful the year round. Its health record cannot be surpassed. It has no malaria. In fact, people who live here enjoy a remarkable exemption from ailments of every sort. It has an abundance of the purest water.

BEAUTY OF LOCATION.

For beauty of location Florence is without a peer. The Tennessee river at this point is as romantic and beautiful as the Hudson. The rolling character of the country, the slopes and hills and alternating valleys furnish a picture to charm an artist's eye. The lovely Cypress creek, a deep and rapid stream emptying into the river just below the town, presents at every turn in its tortuous course a scene of entrancing beauty. The views from some of the higher hills are as fair as the eyes of man ever rested on.

Limited space allows here only the briefest summary of a very few of the more important facts about Florence. For more detailed information write to either one of the following companies. Or better still, come down and see for yourself. Investigation is all that Florence asks or needs.

Lauderdale Manufacturing Co. Florence Cotton and Iron Co.
 Florence Investment Co. Florence Railroad and Improvement Co. } **Florence, Ala.**

GROWTH.

Florence is making more rapid progress, proportionately, than any other town in America. This is a strong statement but it is true. And its growth is on a solid and permanent basis.

SOLID GROWTH.

Florence is not undergoing any wild real estate boom. Its managers are not seeking to advance real estate prices. It is not their plan to get a quick return for the money they have invested, by the rapid sale of lots at unnatural prices. It is their aim to first build up a town, to locate factories and secure a permanent population, when land will have an actual value and sell at prices from which there will not be a subsequent disastrous reaction. At present real estate is much lower in price than in any other town in the South that has made half the progress Florence has made.

THIRTY NEW ENTERPRISES.

Within the last 12 or 15 months over 30 new industrial enterprises have been located at Florence, with an aggregate cash capital of about \$5,000,000. This remarkable growth is the result of efforts to induce people to simply investigate the attractions of Florence. Investigation and comparison with other places, on the part of any who are looking for a place in the South to locate, will in nearly every case result in the selection of Florence.

INDUSTRIAL ENTERPRISES IN OPERATION.

The following are some of the industries in Florence. Some of these are in operation; others are nearly ready for work and others have but recently commenced work on their buildings: One of the largest and best furnaces in the United States now in blast, and another under construction; a stove factory; a hardware company, with a capital of \$300,000, manufacturing fine building hardware, &c., the only factory of the kind in the South; a wagon factory, with capital of \$150,000; agricultural implement works; handle factory; woodenware factory; sash, door and blind factories; a cedar bucket factory; a pump factory; planing mills; a factory to make wooden butter plates such as grocers use; a flour mill; a cotton mill in operation, and a \$500,000 mill building and others projected; a jeans factory; a gingham factory; a woolen mill; a cotton gin; a marble company; a roofing and paint company; a shoe factory; a suspender factory; a compress, packet and ferry company; building and loan companies; a canning factory; brick factories; a dummy railroad company, and a number of other enterprises.

\$15,000,000 INVESTED.

The aggregate capital of the industrial, mercantile and development enterprises in Florence exceeds \$15,000,000.

A year ago the population of Florence was 2,000. It is now about 10,000.

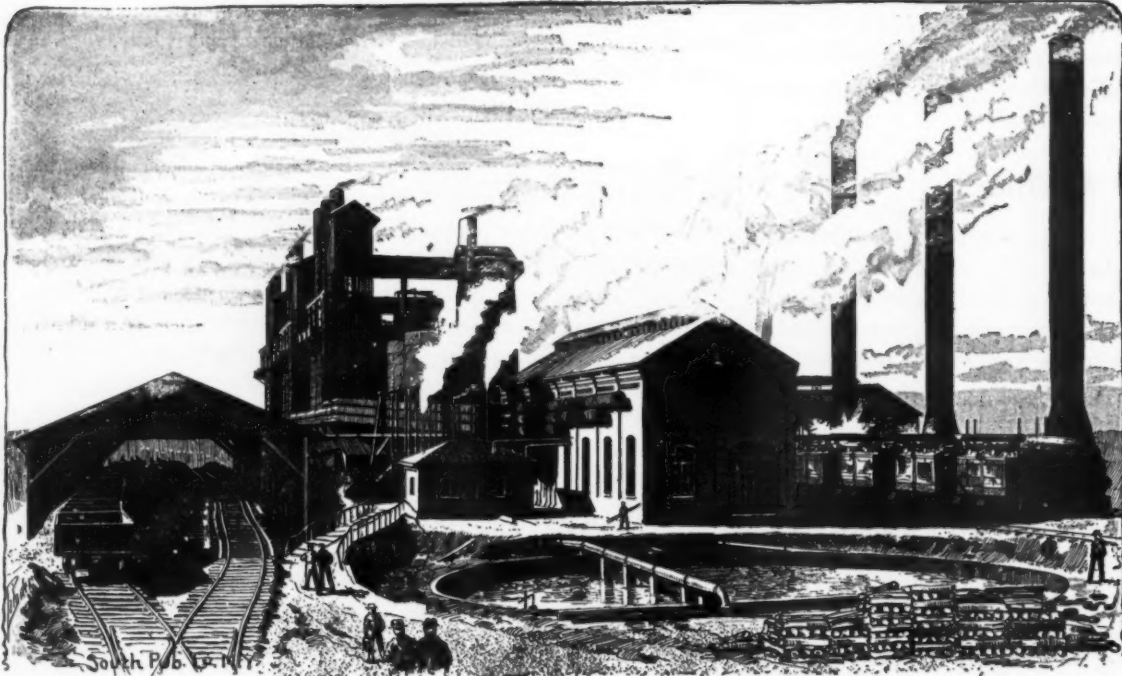
There are more than 1,000 carpenters at work in Florence but they can't build houses fast enough to keep up with the increase in population.

INVESTIGATION AND INVESTMENT.

A number of the foremost capitalists and iron and cotton manufacturers, and others, of Philadelphia, Boston and other Eastern cities, after a thorough personal investigation, have just made heavy investments aggregating several million dollars in Florence.

SHEFFIELD, ALA.

THE SUPERB.



At the Headwaters of Deep Navigation on the Tennessee River, the Hudson of the South.

The Largest Producer of HIGH-GRADE Pig Iron of any City in the Entire Industrial South.

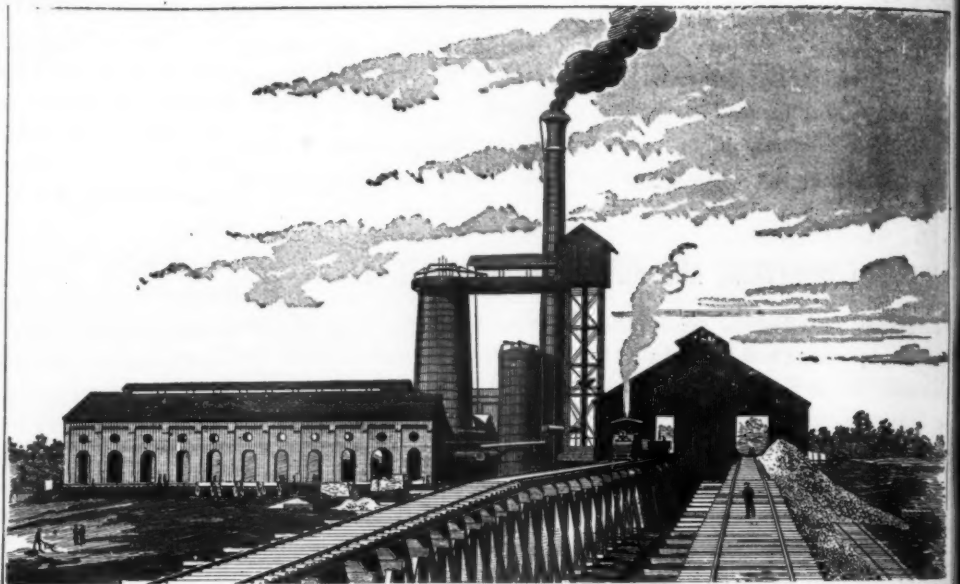
The only point in the South that has or can ship pig iron to the cities on the Mississippi, Missouri and Ohio rivers by boat or barge without rehandling. This last shipment of 5,000 tons of Pig Iron to Pittsburgh, Pa., by barge was made at a saving of \$2.65 per ton over what any iron-producing city of the South has done or can do to-day.

Five Large Blast Furnaces

Capacity 750 tons pig iron per day.

The following are among the corporate and private enterprises that belong to Sheffield:

The Sheffield Land, Iron & Coal Co., capital \$1,000,000.
 The Sheffield & Birmingham Coal, Iron & Railroad Co., capital \$1,000,000; the owners of three 150-ton blast furnaces.
 The Birm., Sheffield & Tenn. River Railway Co., capital \$5,000,000.
 The Hattie Ensley Furnace, capital \$200,000.
 The Lady Ensley Furnace Co., capital \$200,000.
 The Electric Light & Gas Fuel Works, \$50,000.
 The Sheffield Ice Co., capital \$25,000.
 The Sheffield Manufacturing & Constructing Co., \$30,000.
 The Sheffield Contracting Co., \$60,000.
 The Eureka Brick & Lumber Co., \$30,000.
 The Howard Brick Co.
 The Sheffield Bakery & Bottling Works.
 The Sheffield Mineral Paint Co., capital \$50,000.
 The Sheffield Agricultural Works, capital \$40,000.
 The Sheffield Cotton Compress Co., \$60,000.
 Millan Brothers, Steam Laundry.
 Enterprise Publishing Co.
 Water Works, already expended, \$30,000.
 Sheffield Street Railway Co., capital \$100,000.
 Cleveland Hotel Co., capital \$50,000.
 Sheffield Hotel Co., capital \$120,000.
 Bank of Commerce, capital \$150,000.
 East Sheffield Land Co., capital \$500,000.
 Hull & Keller's Fern Quarries.
 Mobile Real Estate Co., capital \$50,000.
 Sheffield Real Estate Co., capital \$50,000.
 Sheffield & Mobile Improvement Co., capital \$100,000.
 Sheffield Stove Works.
 Henderson Milling Co., capital \$100,000.
 Globe Iron & Brass Works, capital \$10,000.
 Standard Machine Shop & Foundry, capital \$50,000.
 Owen Pink Mixture Co., capital \$100,000.
 Bell Telephone & Telegraph Co.
 Foulds' Shoe Factory, capital \$20,000.
 Enterprise Wood Working Co., capital \$30,000.
 Buchanan Straw Goods Factory, \$25,000.
 The Sheffield Harness & Saddlery Co., capital \$20,000.
 Principal Shops of the Sheffield & Birmingham Railroad.
 Principal Shops Memphis & Charleston Railroad, now being built.



Aside from the foregoing the following are in course of construction and may be considered positive: Principal Shops of the Memphis & Charleston Railroad; Principal shops of the Nashville, Florence & Sheffield Division of the Louisville & Nashville Railroad. Reasonably certain to be secured in the near future are the following, in regard to which negotiations are pending: A Rolling Mill; Large Machine Shop; A Cotton Mill.

ALABAMA'S IRON CITY.

The Superb Location at the head of navigation on the Tennessee River, commanding the outlet to immense fields of IRON ORE and COAL and magnificent tracts of the finest Timber. Has already attracted to the spot where three years ago in a cotton field her projectors set the stakes of a new city, capital and people, unequalled in amount and number, circumstances considered, by any of the so-called new cities of the South.

With eight Church Organizations, two Free Public Schools, Postoffice, Telegraph and Express offices and abundant facilities of transportation by river and rail. It has every advantage as a residence city that can be desired.

Good Water; Drainage Excellent; Health and Climate Unsurpassed. Free Public Schools and Churches. Splendid opening for men of push and energy. No better point for profitable investment. No "Old Fogey" element here.

Sites for Manufacturing Enterprises

And for Free Public Schools and Churches

Donated by the Sheffield Land, Iron & Coal Company.

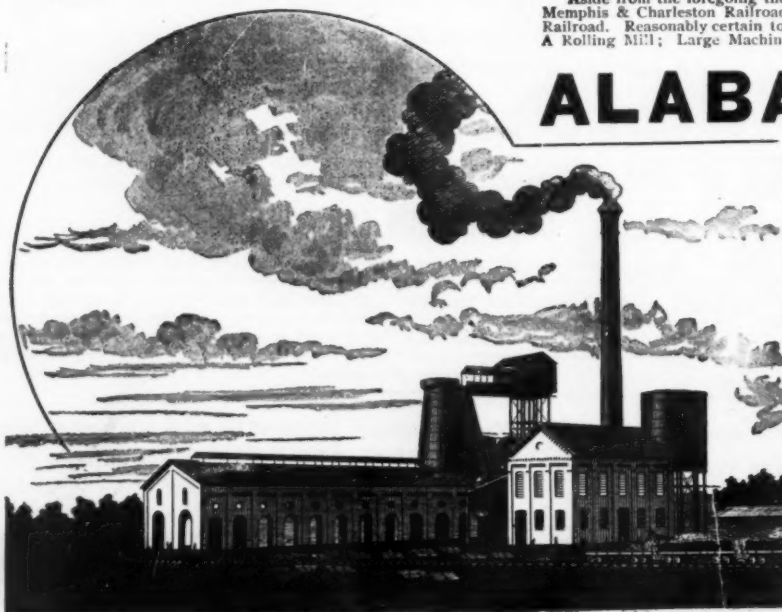
Printed information furnished on request. Correspondence solicited. Communications should be addressed

W. L. CHAMBERS,

Vice-President and Manager

Sheffield Land, Iron & Coal Company,

SHEFFIELD, ALABAMA



The Staunton Development Co.

OF STAUNTON, VIRGINIA.

Authorized Capital \$2,000,000.

Shares \$100 par value each.

OFFICERS

M. ERSKINE MILLER, President, Staunton, Va.

S. M. YOST, Vice-President, Staunton, Va.

W. P. TAMS, Treasurer, Staunton, Va.

W. J. PERRY, Secretary, Staunton, Va.

DIRECTORS.

ISAAC WITZ, Staunton, Va.

S. M. YOST, Staunton, Va.

R. F. EAKLE, Staunton, Va.

JED HOTCHKISS, Staunton, Va.

JOHN McQUAIDE, Staunton, Va.

J. H. WAYT, Staunton, Va.

ANDREW BOWLING, Staunton, Va.

M. ERSKINE MILLER, Staunton, Va.

O. K. LAPHAM, Chicago, Ill.

H. H. FAY, Capitalist, 28 State Street,
Boston, Mass.

W. L. FLEMING, Richmond, Va.

GEORGE H. HULL, President American
Pig Iron Storage Warrant Company, 44
Wall Street, New York.

STAUNTON, VIRGINIA.

The Queen City of the Valley of Virginia.
Present Population 12,000.

Situated in Augusta county at the crossing of the Baltimore & Ohio and Chesapeake & Ohio railroads and accessible to the great coal and coke fields, namely: Connellsville, by the Baltimore & Ohio; Pocahontas or Flat Top by the Norfolk & Western and Chesapeake & Ohio, and New River Coke Fields by the Chesapeake & Ohio.

PROPERTY.

The lands acquired, aggregating 2,242 acres, more or less, are favorably situated within the city limits and adjoining the corporation lines, and it might be fairly said that about 240 acres are situated within the city of Staunton. The great bulk of the property lies between the Valley Railroad or Baltimore & Ohio Railroad and the Chesapeake & Ohio Railway, and is most admirably situated for railroad switches and side tracks to reach manufacturing enterprises. Several streams of good water run through the lands, affording abundant water supply for factories and fine drainage.

CAPITAL STOCK.

The authorized capital is two million dollars. One million, two hundred thousand dollars of stock will now be issued,

of which \$204,800 has been disposed of, leaving \$800,000 of stock in the treasury, to be hereafter issued, if it should be deemed wise to do so.

Subscribers will bear in mind that with every two shares of stock they will be entitled to either a business or residence lot, to be determined by a drawing at a date to be hereafter designated.

BOOKS OF SUBSCRIPTION NOW OPEN.

Staunton is within six hours' ride from Washington, seven of Baltimore, nine of Philadelphia and eleven of New York.

It has an excellent system of water works, paid fire department, electric light and gas companies, ice factory, street car line under construction, four newspapers, handsome opera house, commercial college and other important industries that contribute to the welfare of the city.

GLASGOW, —————→

←————— VIRGINIA.

The Grandest Enterprise of the New South.

THE LOCATION

is naturally fine and adapted to the construction of a large city.

THE CLIMATE

guarantees immunity against epidemics.

WATER-POWER

is practically unlimited.

IRON ORE

in abundance and of fine quality.

LIMESTONE

near at hand and plentiful.

CEMENT

extensive deposits of good quality.

GLASS SANDS

in large quantities and of high grade.

TIMBER

of various kinds and abundant.

FUEL SUPPLY

Pocahontas and New River Coke in convenient proximity.

TRANSPORTATION FACILITIES

Two trunk lines—Norfolk & Western, with its Shenandoah Valley Railroad connection, and the Chesapeake & Ohio—giving direct communication with fields of finest Coaking and Steam Coals in the country, with deep water transportation with Norfolk & Newport News, with the West via Cincinnati.

THE PITTSBURG & VIRGINIA R. R.

to be built in the near future will go through the Blue Ridge mountains at this point.

FACILITIES FOR MANUFACTURING

unexcelled by those offered by any locality in the South.

ADDRESS

ROCKBRIDGE COMPANY,

Ex-Gov. FITZHUGH LEE,

President

Hon. WM. A. ANDERSON,

Vice-President.

M. M. MARTIN,

General Manager.

DENISON, TEXAS.

The "QUEEN" City of the Southwest,

— AND —

✱ GATEWAY ✱

— TO THE —

GREAT STATE OF TEXAS.

The City of Denison presents the Finest Opportunity of any City in the Southwest for the Investment of Capital in Large or Small Sums.

DENISON is situated in Northeastern Texas near inexhaustible beds of coal and iron, surrounded by the finest fruit lands in the world, and adjoining the INDIAN TERRITORY, which, in the nature of things, must in a few years be opened to settlement.

The growth of Denison has been a natural one, the city having reached its present size—16,800 population—in sixteen years.

The city is regularly and beautifully laid out. Railroads run from it in four different directions. The Missouri, Kansas & Texas alone does an enormous business, having 54 miles of switch track in Denison, employing 500 skilled workmen and disbursing \$150,000 a month in wages.

The first public school in the State was established here, and the city's elegant two and three story brick school buildings, surrounded by attractive grounds, are well arranged for the use of the white and colored children. Its schools are in session ten months in each year.

We have sixteen church societies, seven of which are colored.

The city is well supplied with pure water from its numerous private wells—dug in the ground—and its first-class system of water works, giving the citizens ample protection against serious loss by fire, and enabling the insurance companies to rate the city first class as to fire hazard. Rate of taxation low.

The city has four miles of street railway, and a six-mile motor railway; has two electric light companies and a telephone plant. It has an influential New England colony, and counts among its citizens people from every State in the Union.

A large hotel, to cost \$125,000, is to be erected here this year, and a large steel plant with \$2,000,000 of capital is contemplated.

30,000 bales of cotton were shipped from Denison in 1889. 200,000 baskets of strawber-

ries and several carloads of peaches and other fruits have been shipped to market this season.

The Denison Canning Co., capitalized at \$100,000, has one of the largest canning factories in the country.

A cotton mill company with a capital of \$500,000 is building a 25,000-spindle cotton mill.

The climate of Denison is magnificent, situated nearly 800 feet above sea level. In summer it is warm, but far cooler than many cities farther North, and from 6 P. M. until after sunrise it is always cool. The city is very healthy.

The capacity of the ice factory has been increased from a daily output of 15 tons to 30.

The Denison Land & Investment Co. is prepared to give every reasonable encouragement to manufacturers, and solicit correspondence from such manufacturers as contemplate coming into the Southwest to locate.

Address all communications to

THE DENISON LAND & INVESTMENT COMPANY, DENISON, TEXAS.

Paid-Up Capital, - - - - - \$1,200,000.

OFFICERS:

W. P. RICE, President.

MILTON H. FRENCH, Vice-President.

B. J. DERBY, General Manager.

ARTHUR L. BERRY, Secretary and Treasurer.

DIRECTORS:

W. P. RICE,
J. M. FORD,
SAM STAR,

Kansas City, Mo.
Kansas City, Mo.
Denison, Tex.

B. J. DERBY, Burlington, Vermont.
ARTHUR L. BERRY, Denison, Tex.
M. V. B. CHASE, Augusta, Maine.

MILTON H. FRENCH, Thomaston, Maine.
B. C. MURRAY, Denison, Texas.
JOS. B. LINCOLN, Boston, Mass.

WAYNESBORO, VA.

THE WAYNESBORO COMPANY.

LOCATION:

In the famed Shenandoah Valley. Perfect for every class of business and residence.

CLIMATE AND HEALTH

All that could be desired. Free from rigor of North and enervation of the South. No epidemics. No malaria.

ORES

Iron in inexhaustible quantity and fine quality. Manganese—largest mine in America near at hand, and every evidence of much undeveloped, making this the center of the manganese belt of the country.

LIMESTONE

In massive beds close at hand and of best quality.

TIMBER

Of every species and very abundant. Tan bark in large quantities.

FUEL

Pocahuntas and New River coal and coke by short hauls.

WATER SUPPLY

Unsurpassed. Pure freestone. Mineral Waters adjacent.

HOTEL

To have every modern improvement and appointment and to cost \$25,000, will be let to contract within ten days.

TRANSPORTATION

Two competing trunk lines—Norfolk & Western system to all points North and South, the Chesapeake & Ohio to the great West and deep water at Norfolk and Newport News—affording direct communication with the three great coking fields of America. A third railroad to be built, giving facilities over the B. & O. System.

MANUFACTURING FACILITIES

Unexcelled by any locality in the South for profitable establishment of furnaces, steel plants, rolling mills, foundries, cotton mills, woolen mills, paper mills, etc. Raw material for such industries abundant.

Special Inducements Offered to Parties Wishing to Locate Plants.

ERSKINE MILLER,

President.

T. H. ANTRIM,

Vice-President.

J. F. TEMPLETON,

Secretary and Treasurer.

TREDEGAR, ALA.

RICHEST AND MOST EXTENSIVE DEPOSITS OF

MANGANESE

Yet Discovered in the United States.

Propositions will be Considered Looking to
the Establishment of a Large Ferro-
Manganese Plant.

FOR PARTICULARS ADDRESS

GOLDSMITH BERNARD WEST,

General Manager,

TREDEGAR (Present Postoffice Jacksonville, Calhoun Co.), Alabama.

TO MEN OF MODERATE MEANS.

← **CAMBRIA** →

NEAR CHRISTIANSBURG, VA.

ON THE NORFOLK & WESTERN RAILROAD.

ON THE VERY TOP OF THE ALLEGHANIES.

The Natural Trading Point for a Rich Area.

WILL FORM

* "SERIES D" *

OF THE STOCK OF THE WEST SALEM LAND COMPANY, AND IS OFFERED IN

SHARES OF TEN DOLLARS

CAMBRIA Consists of 353 Acres. and Promises to Prove as Profitable to the Stockholders in "Series D" as 'Series A' and "Series B," which were the Best Investments Ever Offered in Virginia to Men of Moderate Means.

PROSPECTUS OF THE

CAMBRIA, VIRGINIA,

SERIES D.

THE WEST SALEM LAND CO.

OF SALEM, VA

AUTHORIZED CAPITAL \$500,000,

Which Stock is Issued in Series,

Offer their Cambria Stock as Series D.

(A contract has been made for the sale of Series A, which, if completed, will enable the West Salem Land Co. to pay the stockholders four for one; Series B has been closed at a profit to the stockholders of five for one, and Series C promises to be a very profitable investment.)

Series D is based on 353 acres of valuable property located on the Norfolk & Western Railroad, embracing the land, beginning at the northeast edge of Christiansburg, the county seat of Montgomery county, running north and beyond the railroad at the depot, giving a total frontage on the railroad of nearly one mile.

This portion of Virginia, which is 2,100 feet above sea level and on the water divide, is noted for its beautiful scenery, invigorating climate and health-giving mineral springs. It is also rich in iron ore, coal and limestone, several valuable springs, mines and quarries being within a few miles of the depot.

The property has been stocked at \$200,000, of which amount \$75,000 has been taken, and \$125,000 is now offered for sale to subscribers.

The stock is divided into shares of \$10, and the shares are offered at \$5 per share, payable one dollar per share on or before July 1, and one dollar per share August 1, September 1, October 1 and November 1, at which time certificates of

stock of the par value of \$10 will be issued and declared paid up and non-assessable.

\$50,000 of the above-described stock will be used for the purpose of locating and aiding industrial enterprises, hotel, &c., for the improvement and development of the property.

The land will be divided into over 1,000 Residence and Business Lots, at an average cost to the stockholders of less than \$100 per lot.

The depot on the property is known as the Christiansburg depot, and the new city has been named Cambria. The present name of the postoffice is Bangs. This place—Cambria—is the railroad station for Christiansburg, Blacksburg, Newport, Yellow Sulphur Springs and Mountain Lake, and is the commercial center of Montgomery county and for large portions of Giles, Craig and Floyd counties.

The West Salem Land Company's Series D Stock (when the five payments shall have been made) will be received by the company at \$10 per share as a credit on any deferred payment due for the purchase of lots. Send orders for stock with first payment of one dollar per share to

GEORGE ALLEN, President, or C. C. TOMPKINS, Secretary,

SALEM, VIRGINIA.

FOR SUCH INDUSTRIES AS

COTTON MILLS,
WOOLEN MILLS,
TANNERIES,
BOOT AND SHOE FACTORIES,
HARNESS AND SADDLE FACTORIES,
FURNITURE FACTORIES,
CARRIAGE AND WAGON FACTORIES,
FLOUR MILLS,
GRIST MILLS,
CRACKER FACTORIES,
CANNING FACTORIES,
COTTON-SEED OIL MILLS,

DALLAS, TEX.

Is equal to any locality
in America in its

combined advantages of

CHEAP AND

ABUNDANT

RAW MATERIAL

READY,

PROFITABLE

AND EXPANDING

MARKET.

DISTRIBUTING FACILITIES,

ELIGIBLE SITES,

GOOD CLIMATE.

Any worthy industries
will be aided liberally by the

DALLAS MANUFACTURERS' AID & IMPROVEMENT CO.

711 Main Street, Dallas, Texas.

BEDFORD CITY LAND & IMPROVEMENT CO.

BEDFORD CITY, ^{LAT} LIBERTY, VA.

By special act of the Legislature of Virginia the Bedford City Land & Improvement Company was chartered with the most liberal grants of power. The company has been fully organized.

AUTHORIZED CAPITAL - - - \$1,000,000.

JAS. M. BERRY, (of Berry Bros., Tobacconists,) **President.**
R. B. CLAYTOR, (of R. B. Claytor & Co., Merchants) **Vice-President.**
J. LAWRENCE CAMPBELL, (of Burks & Campbell, Attorneys-at-Law,) **Secretary.**
S. M. BOLLING, (of Bolling, Wright & Co., Tobacconists,) **Treasurer.**

BOARD OF DIRECTORS:

MARTIN P. BURKS,	R. B. CLAYTOR,	J. M. BERRY,
C. W. WHARTON,	J. LAWRENCE CAMPBELL,	T. D. BERRY,
S. M. BOLLING,	SAMUEL GRIFFIN,	W. W. BERRY,
DR. W. W. SMITH , President of Randolph-Macon College,		
REV. A. E. DICKINSON , D. D., Editor of the Religious Herald, Richmond, Va.		

The Company is solvent and its business is conducted on the soundest business principles. It is not engaged in wild booming.

Only \$300,000 worth of stock has been offered to the public.

The Company owns nearly 800 acres, containing the best residence, business and manufacturing sites. The stock which is offered is in ten-dollar shares, payable \$3 per share cash when subscribed, \$1 each thirty days thereafter, until \$5 is paid on the share. For this the Company issues paid up non-assessable certificates of stock. The money thus raised is to be applied to the improvement of the property.

Bedford City is not an old field, but a thrifty, growing community, in the most healthful and beautiful mountain region in Virginia.

Mean yearly temperature 53.7; Winter, 44; Summer, 78.

A few miles from the peaks of Otter, it would be difficult to exaggerate the exquisite beauty of the scenery and the tonic quality of the atmosphere. Within a days ride of Boston, New York, Philadelphia, and a few hours from Baltimore, it presents unusual advantages for health seekers.

The present population is nearly 4,000. There are 30 manufacturing enterprises, large and small, in operation, and 10 now secured with capital provided, which go into work as soon as buildings can be put up and the plants erected.

On the Company's lands are the elegant Randolph-Macon Academy, the largest school for boys in the South, and the Jeter Memorial Institute for young ladies, which will be commenced within six months. The Norfolk & Western R. R. Co. will build a fine passenger depot near a first-class hotel, to cost \$75,000. Poindexter, the architect of the Academy, is now preparing plans.

The Bedford City Company offers the most beautiful residence sites in the western part of the town, in which direction it is rapidly building.

This is the safest and best investment offered anywhere in Virginia. It is a golden opportunity to get property in a splendid section, as rich in minerals as it is healthful and magnificent in the grandeur of its mountains.

A new railroad from Glasgow to Atlanta will be built. Its construction will begin this year. For further particulars address

J. M. BERRY. President of Bedford City Land & Improvement Co., Bedford City, Va.

MINERAL CITY, VA.

Capital Stock, = \$200,000,

PLACED IN 40 DAYS

RICHEST AND MOST EXTENSIVE MINES OF

* * * PYRITES * * *

YET DISCOVERED IN THE UNITED STATES.

NOW IN FULL OPERATION.

SHIPPING OVER 150 CARS WEEKLY.

Gold Ores that took Premiums in Philadelphia, 1876.

Iron Ores that have been Fully Tested--56 per cent. Metallic Iron

Copper Ores that have been Successfully Worked.

PLUMBAGO AND MICA IN ABUNDANCE.

ON THE GREAT CHESAPEAKE & OHIO SYSTEM OF RAILROADS.

With its Variety of Mineral and Shipping Advantages; Only 56 Miles
West of Richmond, Its Future is Assured.

Propositions to Erect Large Sulphuric Acid Works, a Phosphate Plant and Works for the Reduction
of Gold Ores will be Entertained by the Company, and Liberal Inducements Offered to
These and Other Manufacturing Plants.

FOR PARTICULARS ADDRESS

W. R. GOODSON, General Manager, Mineral City, Va.

LURAY, Virginia.

2,500 Acres Town Lands,

8,000 Acres Mineral Lands,

Luray Inn and Caverns.

THE VALLEY LAND & IMPROVEMENT CO.

Capital Stock, \$2,000,000.

Luray, Page County, Va.

DIRECTORS.

D. F. KAGEY, Luray, Va., President. G. C. MARSHALL, Uniontown, Pa., Vice-President and General Manager.
T. E. McCORKLE, Lexington, Va. DR. W. L. HUDSON, Luray, Va. G. K. MULLIN, Philadelphia, Pa.
DR. A. M. HENKEL, Staunton, Va. J. W. MILLER, Mount Jackson, Va.

EXECUTIVE COMMITTEE.

D. F. KAGEY, G. C. MARSHALL, T. E. McCORKLE, G. K. MULLIN.
Secretary, T. E. McCORKLE. Treasurer, H. M. KERR, Kagey & Co.'s Bank. Attorney, T. E. McCORKLE.
Associate Counsel, H. J. SMOOT, Manager of Inn and Caverns, G. K. MULLIN.
Bankers, D. F. KAGEY & CO., Luray, Va.

CHARTER, PROPERTIES, &c.

The Valley Land & Improvement Company has been organized under the most liberal charter ever granted by the State of Virginia.

2,500 acres for manufacturing purposes and building sites. These lands are in and around the hotel, caverns and town of Luray on an undulating plateau, protected on either side by the Massanutten Mountain and the Blue Ridge Mountains.

8,000 acres of the best mineral properties in Virginia, consisting of iron, manganese and other valuable minerals which have stood the test of examination by the ablest geologists of the country.

The company owns the celebrated Luray Inn and the Luray Caverns.

Page County stands at the head of the list as having a greater variety of minerals and richer than any other county so far as known in the State.

In addition we have the finest kind and a great variety of virgin timber and fire-clays, slates, beautiful marbles, ochres, umber and mineral paints.

LOCATION, RAILROADS, &c.

Luray, now a town of about 2,500, is the county seat of Page county, has five churches, splendid schools, fine stores, three newspapers, flouring mill, cigar factory, &c.

The town is on the Shenandoah Valley Railroad, of the Norfolk & Western system, and is the best location in Virginia, four hours from tidewater.

Two new lines projected connecting closely with Baltimore and Washington and insuring cheap freights.

Luray has largest tannery in the world, annual pay roll over \$350,000.

Inexhaustible water supply, agricultural resources, charming climate.

Fine natural sites for furnaces and manufactories of all kinds fronting the railroad, reserved by the company, which by donations of land and in every possible way will promote Luray's manufacturing interests.

LOTS, CAPITAL STOCK, &c.

Capital stock \$2,000,000, shares \$100.

One million of stock reserved in treasury for betterment.

One million now offered for sale.

Books open at the bank of D. F. Kagey & Co., Luray, Va.

The company reserves the right to close the books any time before the full amount of the one million is sold.

Twenty per cent. must be paid on subscription, 20 per cent in 30 days, the balance equally in six and twelve months.

When half of the subscription is paid in subscribers have the right to use their stock in payment on lot purchases.

The company feels safe in saying that with the magnificent property in hand, the Inn and Caverns, it will be enabled when thoroughly under way to pay four or five per cent. dividend on the stock sold, independent of lots and mineral lands.

The company already owns an electric plant which will be considerably enlarged.

Complete system of water works and many other improvements projected. Investors are referred to Mr. J. W. Wheeler, Cashier Drivers and Mechanics' National Bank, Baltimore, Md., for full information. H. C. Turnbull, Jr., real estate agent, 52 Lexington street, will receive subscriptions of stock in Baltimore.

The fullest investigation invited.

THE VALLEY LAND & IMPROVEMENT COMPANY, LURAY, PAGE COUNTY, VA.

The North Carolina Steel & Iron Co.

GREENSBORO, N. C.

OFFICERS.

President,	JAMES A. ODELL.
Vice-President,	JULIAN S. CARR.
General Manager,	J. J. NEWMAN.
Treasurer,	SAM'L H. WILEY.
Attorney,	THEO. F. KLUTTZ.
Secretary,	CHAS. D. BENBOW.
Financial Agent,	ROBT. T. GRAY.

Executive and Finance Committee.

J. A. ODELL,	D. W. C. BENBOW,	J. A. GRAY.
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DIRECTORS.

A. B. ANDREWS, Second Vice-President R. & D. R. R. Company, Raleigh, N. C.	THEO. F. KLUTTZ, Attorney at Law and President Yadkin R. R. Company, Salisbury, N. C.
JAMES A. ODELL, President Odell Hardware Co., Greensboro, N. C.	JULIAN S. CARR, President Blackwell's Durham Co operative Tobacco Company, Durham, N. C.
JULIUS A. GRAY, President Cape Fear & Yadkin Valley R. R. Company, Greensboro, N. C.	D. W. C. BENBOW, Greensboro, N. C.
	ROBT. T. GRAY, Attorney at Law, Raleigh, N. C.

This company owns the famous "Ore Hill" property in Chatham County, N. C., that has been noted as an iron property for more than a century. Ores from it were used in the manufacture of iron during the revolutionary war. During the late civil war the Confederate government selected this locality as the site of large iron and ordinance works, because of the exceptionally high grade of its ores.

The lack of railroad facilities has made impossible, hitherto, the profitable utilization of these ores on any large scale. The locality is now, however, made accessible by the Cape Fear and Yadkin Valley Railroad, which passes through the property.

Some of the most noted iron men in America have examined and reported on these ores, and so far as the directors of this company know, there has never been an expert report on it that was not highly favorable.

Prof. Charles D. Wilber, inspector of mines and mineral lands, formerly State Geologist of Illinois, and geologist and mining expert for the Northern Pacific Railroad, visited Ore Hill in 1884. Extracts from his report and the opinions of Dr. E. Emmons, formerly State geologist of North Carolina, Prof. W. C. Kerr, State geologist, Prof. F. A. Genth, of Philadelphia, S. A. Richards, formerly Superintendent of Furnaces for the Joliet Steel Company, Mr. Thomas Graham, a prominent iron manufacturer of Philadelphia, and others, are published in the company's prospectus.

The Manufacturers' Record, of Baltimore, having learned of the proposed organization of this company, investigated, on its own account, the Ore Hill tract. The report of its expert, Mr. Thomas P. Williams, M. E., is also given in the prospectus.

The company recently employed Mr. Frederick H. Smith, of Baltimore, a noted mining engineer and mineralogist to examine the property. His report confirmed all that had been claimed, and he advised the company to build the furnaces. Mr. Smith is a man of such eminence in his profession that it would be superfluous to make any mention of the value of his report. He is a member of the American Society of Civil Engineers, a member of the American Institute of Mining Engineers, and an Associate of the American Institute of Electrical Engineers.

Coke for the furnaces will be brought from Pocahontas, 245 miles, by the Norfolk & Western and Cape Fear & Yadkin Valley Railroads, which will connect at the State line near Mt. Airy, N. C.

In the organization of the company its projectors had in view:

1st. The building of furnaces for the manufacture of iron and steel, and ultimately the building of rolling mills and other industries for the utilization of the product of the furnaces.

2nd. The acquisition of a considerable area of land around the locality that might be selected as the site of the furnaces, in order that the company might itself enjoy the results of its own work, by getting the benefit of the increase in real estate values that would follow the establishment of furnaces and other industries.

3d. The inauguration of a general development and town building enterprise, starting with an attempt to secure the location on its property of iron, wood, textile and other industries, thus bringing together an aggregation of factories and stores, and a continually increasing population, with the resulting need for land for business and residence purposes.

LOCATION OF WORKS.

The Company, after much deliberation, fixed upon Greensboro as being by far the most desirable place for the location of its works. It was selected because of its central location, its important railroad connections, its equable climate and remarkable healthfulness, its thrifty, enterprising and progressive spirit, and its unsurpassed advantages for general manufacturing. It is on the main line of the Richmond & Danville system, one of the greatest North and South lines. It is on the Cape Fear & Yadkin Valley Road, which, with the recent completion of its extension from Fayetteville to Wilmington, and the connection to be made next year at the State line near Mt. Airy, with the Norfolk & Western, will be an East and West trunk line, furnishing connection with the West, and a tidewater outlet. Another outlet to the sea will be afforded by the road the Richmond & Danville Company

is now building from Raleigh to Norfolk. The Winston and Wilkesboro branches of the Richmond & Danville, penetrating the Bessemer ores of Western North Carolina, have their starting point at Greensboro. Southeast of Greensboro are hundreds of thousands of acres of magnificent timber, uncultured, long-leaf pine and several varieties of hardwood.

With the impetus given it by this enterprise and with its advantages for iron and steel making and the manufacture of products using these as raw material, its advantages for woodworking shops of every sort, for textile industries and for manufacturing in general, together with its attractions as a place of residence, Greensboro ought to become one of the most important centers of industry in the South, the industrial and commercial metropolis of North Carolina.

TOWN SITE PROPERTY.

Before announcing its purpose the Company, through its agents, secured options on about 2,500 acres of very desirable property adjacent to Greensboro, some of it being within the corporate limits, and the whole of it being in an almost solid body. About 1,500 acres have already been purchased, and the remainder is being taken up as the options expire. The whole of it has been secured at an average price of \$35.00 an acre. This is no more than has been paid for the town site lands on which most of the industrial towns of the South have been built up, and in comparison with which this has the immeasurable advantages of extensive railroad connections and facilities unexcelled by any of them, an attractive, progressive town of 7,000 people to start with. Water works, gas works, electric light works, paved streets, churches and schools, elegant houses, an established society, and all the attractions that pertain to an old community.

EXTRACT FROM MR. SMITH'S REPORT.

"The city now containing 7,500 people, is at the crossing point of three railroad systems, giving inlet and outlet from and to six different directions, and with other lines in prospect. The Cape Fear & Yadkin Valley Road passes through iron bearing formations from Sanford, through Greensboro to Mt. Airy. The North Carolina Road is in iron bearing formations from near Durham through Greensboro to Wilkesboro, and is to be extended through Cranberry Iron Gap at an early day, while the main Richmond & Danville Road is in sight of mineral formations from Lynchburg, through Greensboro to Charlotte and King's Mountain, and via Salisbury to the Blue Ridge and French Broad iron ores.

The local features are such that a short belt railroad line will economically connect all the railroad systems throughout your Company's lands and afford access from all directions to the properties which are most admirably located for the building up of industrial enterprises.

With the iron ores in all directions, and the Deep River coal so near, and the Pocahontas and other Virginia coals and ores so soon to be reached via Mt. Airy and the Cripple Creek branch of the Norfolk & Western, and the early connection with Roanoke, I recommend the early construction of two furnaces of about seventy-five tons daily capacity at Greensboro, to be followed up by rolling mills, converter and other plant for utilizing the product of the furnaces. I suggest two furnaces because there is a large amount of ore within reach which will output better results if smelted for iron than for steel, while the other ores will make steel pig.

The rolling mill should be made heavy enough to roll steel, and the housings and power will thus easily cover rolls for larger sizes of iron.

Foundries and machine shops to further utilize the iron and steel products should come with the furnace and mill, and then car shops and other enterprises to use the iron in connection with the fine timber regions to which Greensboro has such easy and cheap access. Greensboro is the best converging point for a large territory that is rich in iron ores, coal and timber, and if these resources are properly availed of, there is a large development in sight."

LAND SALES.

Judging from the experience of other development enterprises, it would seem to be within a reasonable and conservative limit to expect within two years to realize from sales of lots, covering a comparatively small part of the total area of land purchased, an aggregate sum equal to the capital stock of the company. This, when added to the expected profit from this company's furnaces and other works, makes the opening for the investment of capital one of the most inviting that has been presented to the public since the beginning of the present industrial era in the South.

The company will build at once two furnaces, one to make Bessemer iron and the other mill and foundry iron.

ANALYSES OF ORES.

	Metallic Iron.	Phosphorus.
Prof. W. C. Kerr's report.	57.41	none
" " " "	58.67	none
Dr. O. D. Allen.	59.62	.224
" " " "	54.90	none
" " " "	57.12	none
" " " "	53.74	none
Crane Iron Company.	51.35	.219
Booth, Garrett & Blair.	53.16	1.531
" " " "	60.90	.219
" " " "	56.17	.430
S. A. Richards.	59.90	.038
" " " "	67.48	none
" " " "	68.74	none
Prof. F. A. Genth.	57.68	none
" " " "	59.03	none
" " " "	67.60	none
" " " "	57.32	none
H. B. Nyce.	54.80	.276
" " " "	58.90	.038
Frederick H. Smith.	53.20	0.408
" " " "	49	.037
" " " "	60.48	.05

THE CAPITAL STOCK OF THE COMPANY IS \$1,000,000.

Subscriptions have already been received for about \$300,000 at par. None of the stock will be sold at less than par. The proceeds will go into the treasury to be used for development purposes with a view to making valuable the company's lands.

It is probable that when one-half the stock (\$500,000) has been subscribed for, the books will be closed until after the first land sale.

For particulars as to time of payment, &c., address the company at Greensboro, N. C.

GRAHAM, VA.

==* Tazewell County. *

THE FAVORED SECTION.

The Graham Land & Improvement Company.

OFFICERS.

A. C. DENNISTON, - - - - - President.
EDWARD ILSLEY, - - - - - Vice-President.
J. J. COLLINS, - - - - - Secretary and Treasurer.

DIRECTORS.

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C. M. CLARK, Philadelphia, Pa. J. B. GREEVER, Graham, Va.
J. D. SERGEANT, Philadelphia, Pa. J. H. DINGEE, Philadelphia, Pa.
A. C. DENNISTON, Philadelphia, Pa.

R. K. WRIGHT, JR., Agent, Graham, Va.

The Graham Land & Improvement Company has purchased about 900 acres of land, including the old town of Graham, at the junction of the Clinch Valley & Ohio extension of the Norfolk & Western railroad, in Tazewell county, Va., and has improved the property by laying it out in lots and streets. Several of the streets have been graded and macadamized. The work of macadamizing is being continued with great activity.

The land is so situated, being at the junction of two important branches of the Norfolk & Western Railroad, with the Bluestone river running through it, and in close proximity to the Pocahontas coal fields—the finest coking coal in the world—and the iron ore deposits of the Clinch Valley, that it will in a short period become an important iron manufacturing center as well as a distributing point for the entire coal field.

The Clinch Valley & Ohio extension of the Norfolk & Western Railroad runs through a section of country heavily covered with popular, white and chestnut oak timber, and it is believed that Graham, at the junction of these two branches, is a most desirable location for the establishment of saw mills, tanneries, pulp mills and other woodworking establishments.

The company proposes to donate sites to all worthy manufacturing enterprises, and stands ready to take a limited amount of their stock.

The Following Desirable Industries have been Already Secured:

The Graham Furnace Company, with a capital of \$250,000, has under construction an iron furnace, dimensions 16x70 feet, with a capacity of about 100 tons per day, and expects to be in blast by October.

The Virginia Lumber Company, with a capital of \$50,000, are erecting their buildings and will be in operation by the 1st of July.

Arrangements are also being made with parties who propose building at once a large general supply store and warehouse, building to cost about \$10,000, and having a working capital of not less than \$50,000.

The Graham Transparent Ice Company has been organized with a capital of \$50,000. Part of the machinery is now on the ground.

A large furniture factory has been organized with a capital of \$50,000.

Mr. Thomas B. Graham has secured a site on which he will erect a flouring mill with a capacity of thirty-five barrels, and expects to be in operation within sixty days.

The Graham Land & Improvement Company have made arrangements to supply the new town with water. The capacity may be extended to 2,500,000 gallons.

The Furnace Company has contracted to put in an electric-light plant for the purpose of lighting up their grounds, the Graham Inn and the commercial part of the city.

Work has been commenced by the Norfolk & Western Railroad Company on the building of a grand Union Passenger Depot at the junction and terminus of the Clinch Valley division, New River division and Ohio extension of the Norfolk & Western Railroad.

The Graham Land & Improvement Company are now building a fine hotel, which they hope to have ready for occupation by October 1st. The hotel will be heated by steam and lighted by electricity, and it is the aim of the company to make it one of the most attractive hotels in Virginia.

The Graham Publishing Company has been formed with a capital of \$12,000, all of which is subscribed.

Projected Enterprises:

Woolen mill, \$50,000.

Flour mill, 75 barrels capacity, \$35,000.

A muck bar rolling mill company with a large capital.

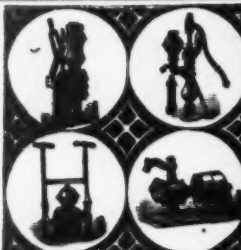
On the 10th of April, 1890, the Graham Land & Improvement Company sold at auction \$165,000 worth of business and resident lots. During the same day the private sales were large, making a total of \$210,000.

Lots are comparatively very cheap at current prices.

Capital stock \$250,000, one hundred dollars per share. Present worth one hundred and fifty dollars per share and none to be had.



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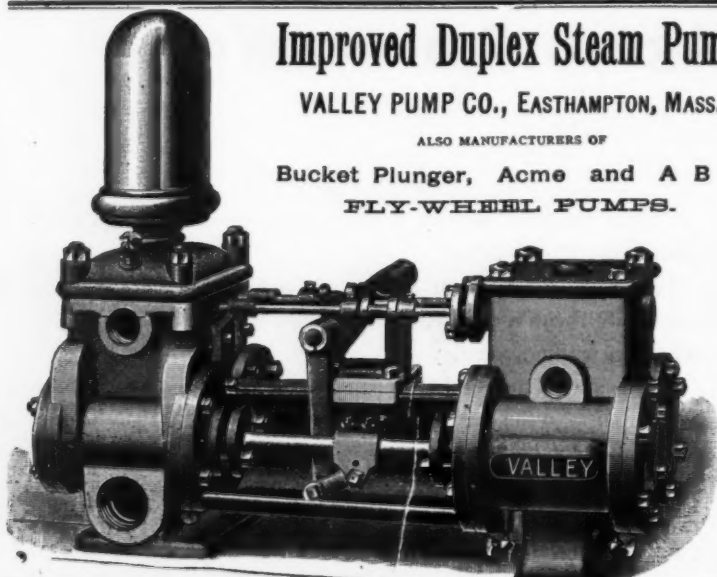
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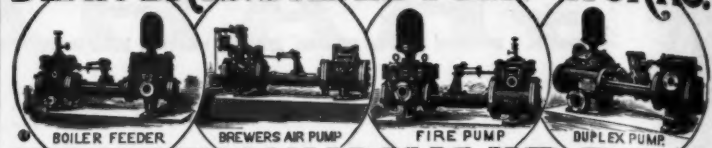
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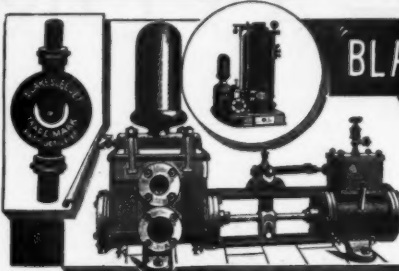
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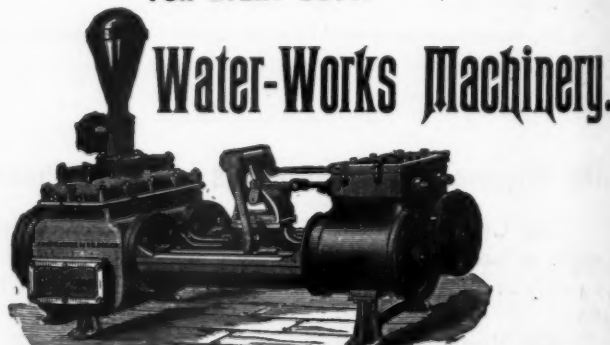


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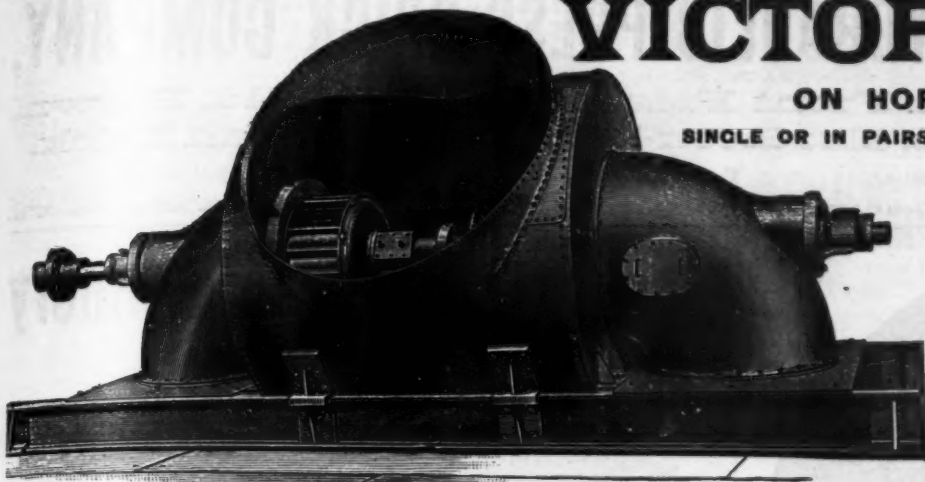
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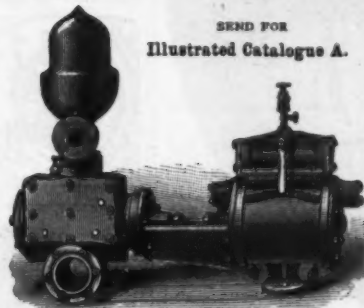
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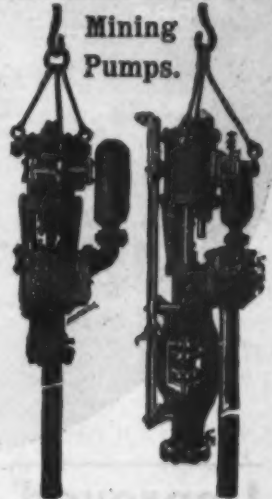
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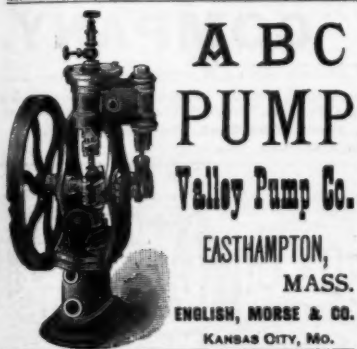
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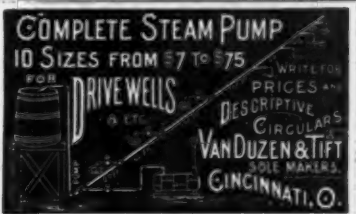
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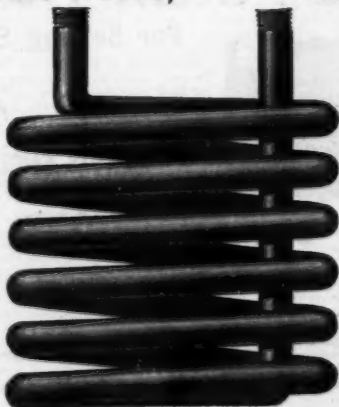
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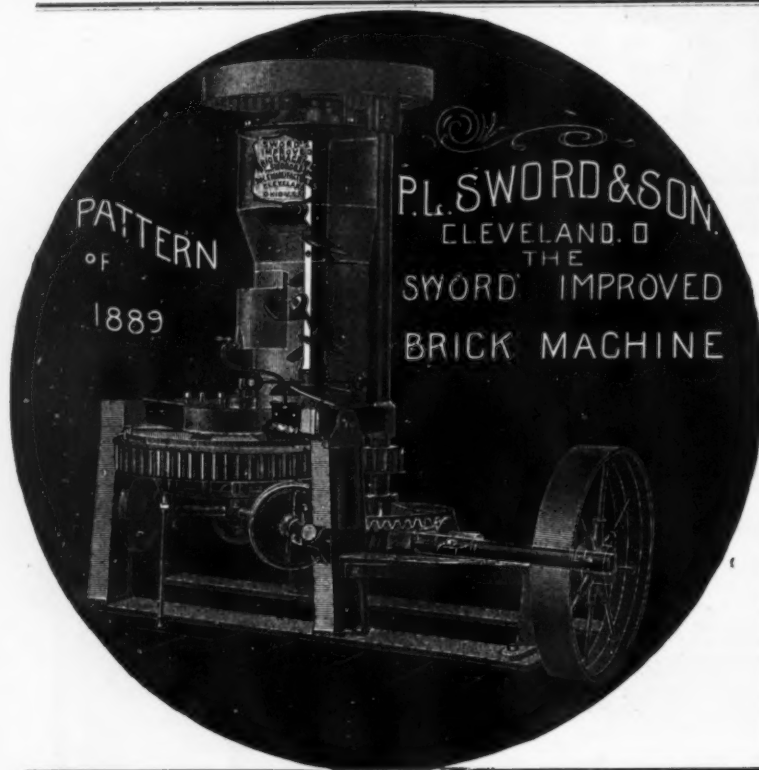
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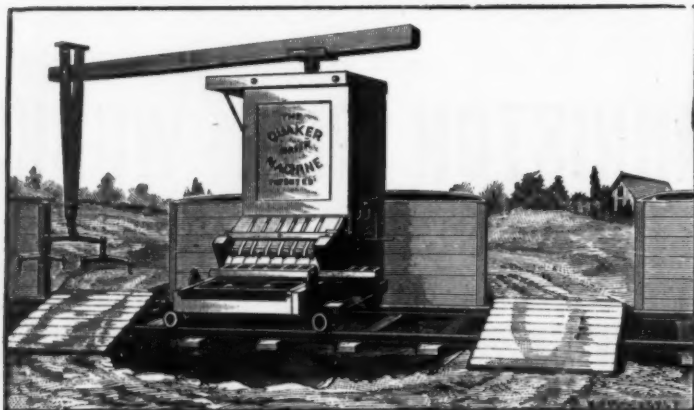
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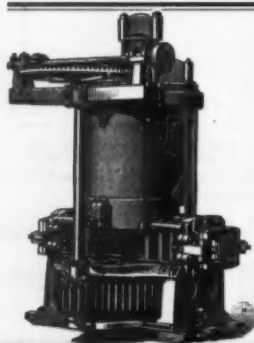
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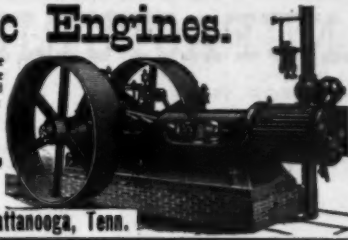
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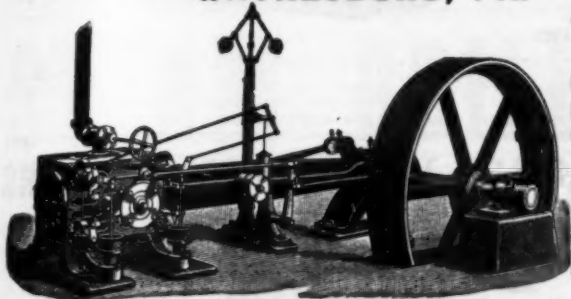
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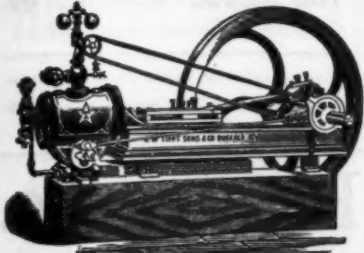
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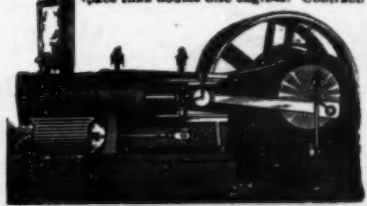
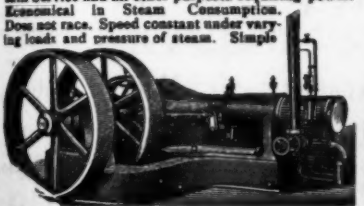
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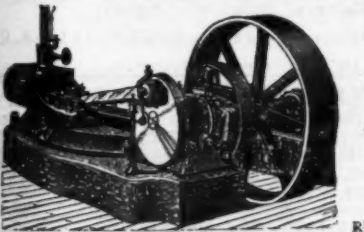
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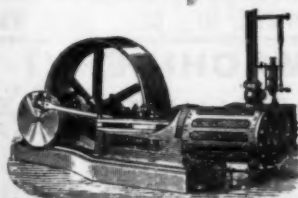
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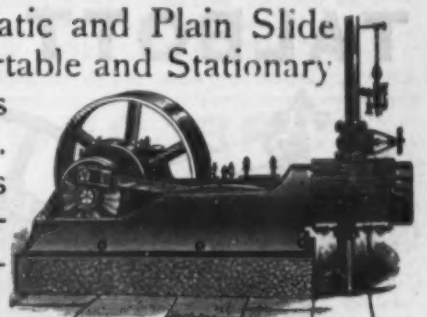
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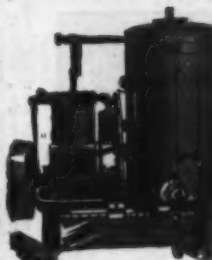
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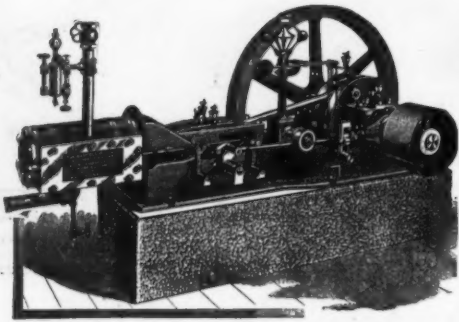


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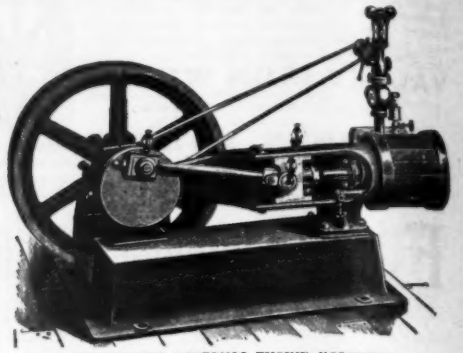
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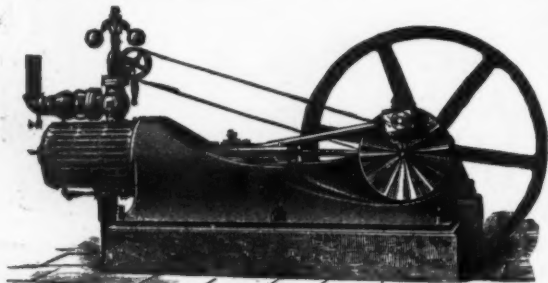
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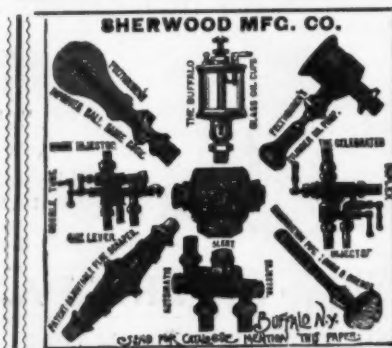
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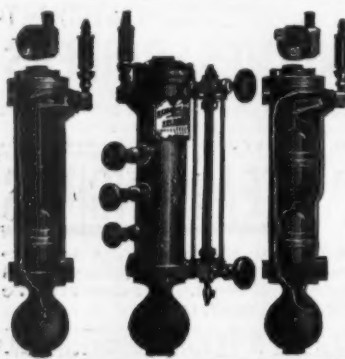
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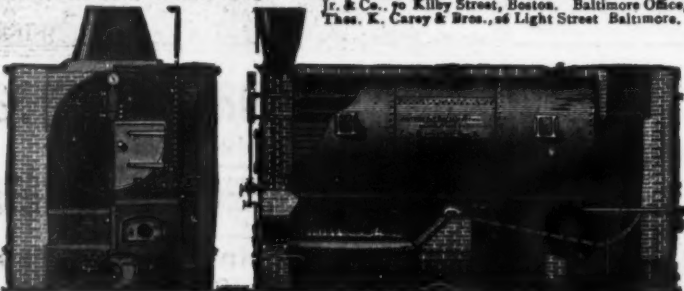
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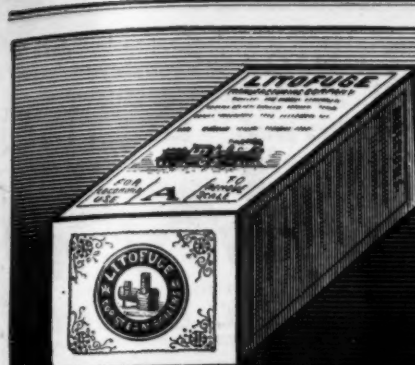
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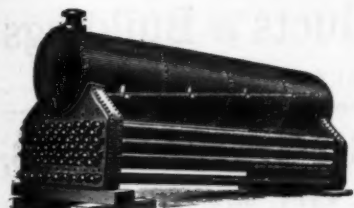
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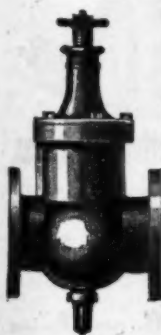
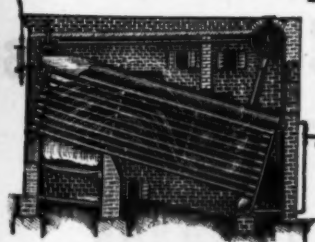
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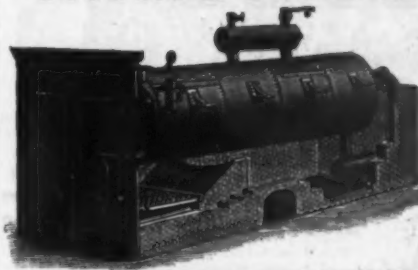
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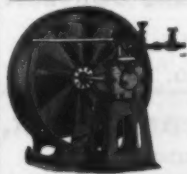
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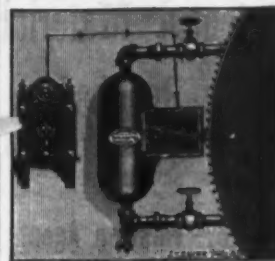
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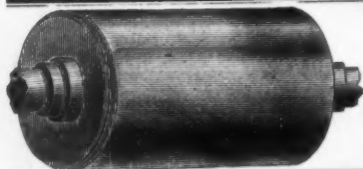
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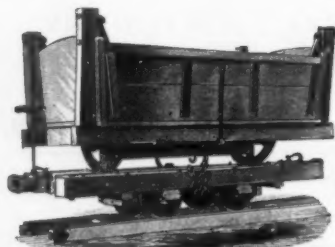
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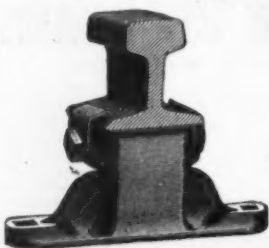
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Southern Railroads.

The Shenandoah Valley Railroad, which has been in the hands of a receiver since March, 1885, is to be sold in October. It is generally thought that the Norfolk & Western will be the purchaser, as it now holds a majority of the stock. In 1881 the Shenandoah Valley Co. entered into an agreement with the Norfolk & Western and the East Tennessee, Virginia & Georgia, the first two lines connecting at Roanoke, and the latter two at Bristol, Tenn., consolidating the through traffic of the three roads and forming what is known as the Virginia, Tennessee & Georgia Air Line. This, ever since it went into effect, has been one of the most popular routes in the South, reaching, as it did by connecting lines, New York and Memphis, New Orleans, Mobile, Savannah, Atlanta and a number of other large cities in the South. In the latter part of 1882 the Shenandoah Valley and the Norfolk & Western entered into a traffic contract, under the terms of which the former road was to issue \$2,500,000 of non-cumulative income bonds, \$1,500,000 of which were to be sold at not less than 60 per cent., proceeds to be used in completing and equipping the road, and also to make provision for its floating indebtedness. The remaining \$1,000,000 were to be reserved for future emergencies. The bonds were to bear 4 per cent. interest when the gross earnings amounted to \$1,200,000, and for each additional \$100,000 of gross earnings an additional 1 per cent. In no case, however, were the bonds to bear over 6 per cent.

The Norfolk & Western, under this agreement, pledged itself to advance to the Shenandoah Valley Co. in case of the latter not paying the interest on these bonds, a sum equal to the interest accruing and in default each year.

It was in 1883 that the Norfolk & Western secured a controlling interest in the Shenandoah Valley by the purchase of 30,571 shares of its stock, for which it issued, as an exchange, 40,571 shares of Norfolk & Western common stock. The Shenandoah Valley also in 1883 made a traffic agreement with the Pennsylvania and the Cumberland Valley companies. On March 31, 1885, the road was placed in the hands of a receiver in anticipation of the impending default in payment of interest on the general mortgage bonds, which occurred on April 1. The receiver was authorized on April 10 to issue \$300,000 of receiver's certificates to pay the outstanding debts, claims, etc. These certificates were issued, and a part of them were used to provide for any improvements and repairs. Since that time \$200,000 of additional certificates have been issued to provide for improving the road and the purchase of iron bridges, etc. The entire length of the road is 255.55 miles. The decree of sale was ordered at the suit of the Fidelity Insurance, Trust & Safe Deposit Co., of Philadelphia.

STREET railroads in Georgia appear to be a good investment. Not long ago some capitalists from Kansas City, Mo., headed by Mr. S. M. Jarvis, of the Jarvis-Conklin Mortgage Trust Co., which has headquarters in that city, and Mr. D. B. Dyer, purchased the Augusta Street Railway and immediately began to make preparations to convert it into an electrical line. They are now pushing work very rapidly, and Augusta bids fair to have as complete a street railroad system as any city of her size in the South. The Augusta & Summerville Railroad has also decided to adopt electricity as a motive power. This will give Augusta some 25 miles or more of electrical railroad. Savannah is just now the scene of a large street railroad deal. Nashville

parties among whom are I. T. Rhea and T. W. Wrenne, the latter being interested in a street railroad in St. Augustine, Fla., have purchased a considerable amount of street railway property in the "City by the Sea." It is not known definitely just what these men propose doing with their new acquisition, but it is supposed that they will convert it into an electrical line in about the same manner as has been done in Augusta. These same Nashville capitalists are rumored to have made large purchases of street railway property in Charleston, S. C., but nothing is known about the matter.

NEARLY all the street railroad companies in Baltimore have some rapid transit scheme on hand. The traction company is fast pushing its cable railroad, and it is likely will soon begin on an electrical road. Both the Union Passenger and the York Road Companies are considering the adoption of electricity. The Central Railway Co. a few months ago secured permission from the city council to construct a cable line. The City Passenger Railway Co. some time ago, it will be remembered by the readers of the construction column, secured the right to use rapid transit, and has been ever since experimenting with a view to adopting some practical method. The company, whose roads run on the principal streets in the city, desires, if possible, to get some system which will obviate the necessity of tearing up the streets. It is now constructing a compressed air motor, which is to be completed in a few weeks, when it will be placed upon the road to be tested. The company states that if this is not successful the series of experiments will be continued until one is found which will be satisfactory. The motor will consist of a cab partitioned off in front of the car, and the power will be transmitted by means of cylinders running under the vehicle.

THE Dallas & Oak Cliff Railroad, at Dallas, Texas, is finally nearing completion. The road is now ten miles in length, five of which have been in operation for some time. Most of the patronage is suburban travel, the road extending to Oak Cliff, a residence town. There are two miles of trestling and two steel and iron bridges cross the Trinity river. The latter were constructed at a cost of \$20,000 each. Like the elevated railroads in New York city, there are stations every 1,000 feet. Three million people were carried on this road last year, and it is asserted the traffic will be almost doubled this year.

DENISON, TEXAS, is now in a fair way to have another railroad. The Texas & Pacific, one of the Gould company's, offered to build and equip the Denison, Bonham & New Orleans Railroad if a fund were raised for the right of way and terminals. This the city did and the stock, right of way deeds, etc., have been delivered to Mr. John A. Grant, general manager of the Texas & Pacific. The new line is to extend from Denison to Bonham. The Goulds will also construct a road from its track about three miles east of Sherman to Denison. These two Texas & Pacific lines into Denison mean the construction of a line north from Denison through the great Choctaw coal fields, tapping the Gould mines and connecting with the Gould line from Fort Smith, Ark., to Coffeerville, Kansas, at or near Fort Gibson, thus connecting Gould's Texas system with his Kansas and Missouri systems, and giving him a direct line to Kansas, and Northern and Eastern points. Gould seems to realize the importance of the increasing traffic which Texas and the Southwest afford.

THE Norfolk Southern has abandoned its plan of reorganization dated June 1, 1889, and a new plan has been prepared which provides for the organization of a new company, which will issue \$500,000 of 5 per cent. 50 year bonds to secure funds for the purchase of new equipment; also for betterments and improvements. Provision is also made for the issuance of \$2,000,000 of new stock. The holders of existing first-mortgage bonds and first-mortgage interest-funding bonds are to receive new stock at par in exchange. The second-mortgage debenture bonds and second-mortgage interest-funding bonds will be exchanged in new stock at par for 50 per cent. of the principal of their bonds, with the right to purchase at \$50 a share new stock to the amount of 50 per cent. of the bonds. Income bond holders are allowed to purchase stock to the amount of 20 per cent. of the bonds at \$50 per share. Holders of old common stock may purchase new stock to the extent of 10 per cent. of the old at \$50 per share.

Railroad Construction

Abbeville, Ga.—Railroad.—The charter of the Abbeville & Tifton Railroad Co., lately mentioned, has been filed; capital stock \$50,000. Henry E. Perkins, R. L. Worthen, G. W. Perkins and others are the incorporators.

Arlington, Md.—Railroad.—The Western Maryland Railroad Co. (office, Baltimore) intends, it is said, to construct a branch road about 10 miles in length.

Batesville, Ark.—Street Railroad.—The Batesville Street Railway Co. has been incorporated with S. Ruffner, of Walnut Ridge, manager.

Benwood, W. Va.—Street Railroad.—The Benwood & Moundsville Street Railway Co. has been incorporated to construct a street railroad from Benwood to Moundsville.

Bristol, Tenn.—Railroad.—The Unaka Construction Co. has been organized with Wm. McGeorge, president. The company is said to have been organized to build the Bristol, Elizabethton & North Carolina Railroad, lately mentioned.

Brunswick, Ga.—Railroad.—The Brunswick, Lake City & Tampa Railway Co., previously referred to, has made application for charter in Georgia to construct a railroad about 40 miles in length from Brunswick to a point on the Florida State line to connect with the projected Florida division of same road; capital stock not less than \$200,000 or more than \$1,000,000. C. Downing, W. E. Burbage, J. M. Madden, M. Ullman and others are the incorporators.

Chattanooga, Tenn.—Railroad.—Surveys will, it is said, be commenced at once on the 25-mile railroad contemplated by the Chattanooga & Chickamauga Park Railroad Co. to extend from Rossville to Chickamauga Park.

Cumberland, Md.—The city has decided by popular vote to accept the proposition, lately mentioned, to lend the Baltimore & Ohio Railroad Co. (office, Baltimore) \$150,000, without interest, the company in return to remove its shops, etc., outside the city limits and make Cumberland the terminus of its three divisions.

Dallas, Texas.—Railroad.—The Manhattan, Newton & Gulf Railroad Co. has been incorporated at Topeka, Kansas, for the purpose of constructing a railroad from Manhattan, Kansas, to the Gulf of Mexico through Texas; capital stock \$4,500,000. A. R. Williams, Topeka; S. R. Peters, Newton, Kansas; S. M. Fox, of Manhattan, Kansas, and others can give information.

Denison, Texas.—Railroad.—It is said that the Texas & Pacific Railway Co. (office, Dallas) will construct a railroad to a point near Fort Gibson, Indian Territory.

Denison, Texas.—Railroad.—The Texas & Pacific Railway Co. (office, Dallas) has agreed to build the Denison, Bonham & New Orleans Railroad, lately referred to, and will also construct a line to its track three miles from Sherman.

Easton, Md.—Railroad.—The Easton & Northern Railroad Co. has been organized by E. L. F. Hardcastle, George R. Goldsborough, Hedge Thompson, Wm. McKenney, James Brown, Wm. S. Walker, C. T. Westcott and others; capital stock \$800,000. The company is organized to build a railroad in a northerly direction.

East Point, Ga.—Railroad.—It is stated that the parties mentioned elsewhere in this issue as to build a new town, will construct a railroad connecting the Central of Georgia and the Atlanta & West Point Railroad.

Ennis, Texas.—Street Railroad.—It is said that a street railroad will be constructed.

Fincastle, Va.—Railroad.—The town will hold an election to decide whether to subscribe to the Fincastle & Troutville Railroad, previously referred to.

Harriman, Tenn.—Belt Railroad.—Fink & Ryan have contract, it is stated, for the construction of the belt railroad lately mentioned. The road is now being built.

Harriman, Tenn.—Railroad.—The Harriman Railway & Construction Co. will soon commence the construction of about 20 miles of railroad to the mines of the East Tennessee Land Co.

Humboldt, Tenn.—Railroad.—E. F. Buell & Co., Tarleton, O., previously reported as having secured contract for constructing the Missouri, Tennessee & Georgia Railroad, have, it is stated, sublet contract to Robinson, Brickley & Co., of Missouri.

Jefferson, Texas.—Railroad.—The North Texas & Gulf Railway Co. has filed its charter for the purpose of constructing a railroad to Sabine Pass, a distance of 230 miles. E. W. Taylor, of Fort Worth; C. A. Ginchio, of Marshal; G. M. D. Grigaby, of Jefferson, and others are the incorporators; capital stock \$1,000,000.

Lexington, Ky.—The city will hold an election to subscribe \$150,000 to the capital stock of the Lexington & Richmond Railway Co., subscription to be in the form of 30-year 3 per cent. bonds.

Lexington, Ky.—Railroad.—The Lexington & Eastern Railway Co., previously mentioned as incorporated, contemplates constructing a railroad through Pike, Knott, Knox, Perry, Letcher & Leslie counties. J. H. Crossman and Arthur Macy, of New York city, can give information.

Lynchburg, Va.—Street Railroad.—The Elliott Farm Co. contemplates building the street railroad mentioned last week.

Lynchburg, Va.—Railroad.—A deed of trust for \$1,000,000 from the Lynchburg & Durham Railroad Co. to the Mercantile Trust Co., of New York city, has been filed. It is executed to secure funds for the completion and extension of the Lynchburg & Durham Railroad.

Orange, Texas.—Street Railroad.—H. J. Lutchter, president of the Orange Street Railway Co., writes that the company will not build before fall.

Patrick C. H., Va.—Railroad.—Surveys have been commenced on the Virginia & Kentucky Railroad, previously referred to. The road is part of the Atlantic & Danville Railroad Co.'s system (office, Portsmouth).

Pensacola, Fla.—Railroad.—The Van Praag Railroad Association has been organized with S. N. Van Praag, chairman, and John C. Witt, secretary. The object of the association is to promote the building of the Mexican Gulf, Pacific & Puget Sound Railroad, previously mentioned, from Pensacola to the Mississippi river.

Pikeville, Tenn.—Railroad.—The Tennessee, Dayton & Pikeville Railroad is being surveyed. This is the railroad lately mentioned to connect with the Nashville, Chattanooga & St. Louis Railroad.

Ravenswood, W. Va.—Railroad.—Stanley & Olds are reported as having secured contract for the construction of the projected Ravenswood & Spencer Railroad, lately mentioned.

Roanoke, Va.—Railroad.—It is rumored that the Roanoke & Southern Railroad will be extended as far as Orangeburg, S. C. H. S. Trout is president.

Rocky Mount, Va.—Rocky Mount has voted to subscribe \$20,000 to the capital stock of the Roanoke & Southern Railroad Co., lately referred to.

Savannah, Ga.—Railroad.—The time for receiving bids by the Savannah Construction Co. for the construction of a portion of the South Bound Railroad, lately mentioned, has been extended to June 31.

Scymour, Ark.—Railroad.—It is rumored that the Kansas City, Memphis & Birmingham Railroad Co. (office, Kansas City, Mo.) will build an extension to Little Rock.

Sherman, Texas.—Railroad.—The Sherman & Northwestern Railway Co. has filed its charter with J. B. Harrison, O. T. Lyons, M. Snyder, George Murphy and others as incorporators; capital stock \$1,000,000. The company is organized to build a railroad to some point in Delaware Bend on the Red river. This is the road previously known as the Sherman, Ardmore & Denver Railroad.

Southport, N. C.—Railroad.—The Massachusetts Construction Co. has been awarded, it is stated, the contract for constructing the Cape Fear & Cincinnati Railroad from Southport to Wilmington, 25 miles, and from Southport to Salisbury, 195 miles distant.

Tallahassee, Fla.—Railroad.—The Tallahassee Northern Railroad Co. has been incorporated by C. H. Bennett and R. L. Bennett, of Philadelphia, Pa.; George W. Sason, B. A. Meginnis and Geo. Greenbow, of Tallahassee. The company contemplates constructing a railroad to some point in Georgia not yet decided upon.

Texarkana, Ark.—Railroad.—The Two Town Railway & Navigation Co. will, it is reported, construct a 9-mile railroad to Sulphur river. J. H. Draughton can give information.

Thurber, Texas.—Railroad.—It is said that a new railroad will be built to Waco via Stephenville and Meridian. The Texas & Pacific Coal Co. can give information.

GEN. WILDER'S NEW TOWN.

A Big Enterprise in a Fine Locality Under Able Management and with Ample Capital.

[Special Cor. MANUFACTURERS' RECORD.]

CHATTANOOGA, TENN., June 14, 1890.

Gen. John T. Wilder, the pioneer of the iron industry of the South, who established the first coke blast furnace south of the Ohio river and who has been identified with iron development ever since, has, in addition to his large interests in Eastern Tennessee and Western Virginia and at other points, recently engaged in a new enterprise in North Georgia. A member of the MANUFACTURERS' RECORD's staff, meeting Gen. Wilder in this city yesterday, asked him to give some account of the new enterprise in which he is engaged, and, as will be seen, the energetic manner in which the work is being conducted is characteristic of the man who is at its head. The following is his statement:

"Many years since I discovered a vein of coking coal adjoining a soft fossiliferous iron ore suitable for making car wheels on the eastern side of Lookout Mountain. Parties connected with myself, desiring to combine these things with a town-building operation, have proposed to unite these interests, and have gone so far as to buy out Crawfish Springs and its immediate surroundings with the view of making it the most beautiful park-like suburb around Chattanooga. The enormous Crawfish Springs, which in the driest seasons of the year flow over a million gallons of water an hour and which are 65 feet higher than the city of Chattanooga, will be included in the deal. A plan is being considered for pumping this water to Missionary Ridge, a mile and a-half distant, and thus supply Chattanooga with an abundance of pure, wholesome water, the finest in the country.

A hotel of magnificent proportions, provided with all modern fixtures and conveniences, lighted by electricity and heated by steam, will be built as soon as money will build it. It will be divided up into elegant parlor suits, each suit having bathroom and closets, and will be completed by October 1st. A force of over 100 men and 50 teams are already at work grading the avenues through the park, and shaping up the ground, and we expect to have the town enterprise well under way by fall. Four engineering parties are now at work laying out streets, grading avenues and like work.

The company has not yet organized, no general plan of development has been determined on, and it is necessary that the details we have decided upon should not be given to the public until our organization is completed; but I would say that as soon as the plans are fully developed and adopted by the company, the MANUFACTURERS' RECORD shall have them. While the company has not been formally organized, the men who own the property have paid in enough money, and work has been commenced in such a way as to insure the success of the springs as a suburban residence city. Other things may develop later on. Of the 4,800 acres adjoining the springs 800 acres will be laid off into a beautiful park, and 200 acres will be covered by a lake one and a half miles in length, which will be provided with small steamboats, pleasure barges and row boats. The lake and park will be illuminated by electric lights. A possibility of the future is a dummy line extending from Chattanooga to the springs, which will carry passengers to and from Chattanooga at a street-car fare. The men who have bought this property have ample capital to carry out successfully any enterprise they undertake, and have interests to serve that render it necessary in building this beautiful suburban city to do it well. Whether

it will be a manufacturing town as well as a residence suburb is yet to be determined, but if manufacturing establishments are built they will be located at some distance from the park, and where they will not affect the beauty and desirability of the springs as a location for elegant suburban residences.

There has been no noise in the papers about this enterprise, no idle boasts, no claim that the Czar of Russia, the Queen of England or the King of the Hottentots are at the head of it, or even that Vanderbilt had heard of the existence of such a place, nor that Rothschild is the treasurer. It is a plain, practical, business operation that has had no brass bands or buglings, and that has already done more work in a week than half a dozen of the ordinary boom towns usually do in six months. There has been no shelling of the woods nor skirmishing. The first intimation anybody had of the affair a force was on the ground and work was commenced in good earnest.

Our plans will be matured and organization completed within a very short time, when I shall take pleasure in giving fuller information as to the extent and character of our undertaking."

ANOTHER promising manufacturing center in Virginia that has already shown what it is, is to hold a sale of town lots. It is Iron Gate, a place concerning which a great deal has been heard of late. This place is situated just south of Clifton Forge, on the Chesapeake & Ohio Railroad, and in the center of the great iron belt of Virginia. The auction sale of lots will be held Tuesday, June 24. It is claimed that over \$2,000,000 is already invested in and around Iron Gate in industries of various kinds. Good hotel accommodations are also at hand. Easy terms for paying for purchases are offered, and the railroad offers reduced rates at the time of the sale. The advertisement elsewhere tells about this booming town, but the only way to appreciate it is to see the town itself and attend the sale.

Southern Financial News.

NEW BANKS.

Baltimore, Md.—It is reported the Maryland Title Insurance & Trust Co. will increase its capital stock from \$100,000 to \$200,000.

Belvidere, Tenn.—A bank is being talked of. Brooksville, Fla.—A bank is contemplated. J. F. Dunn can give information.

Carnegie City, Va.—The Pittsburg Development Co. writes that the Carnegie City Bank will be established within the next 60 days.

Carnegie City, Va.—The Pennsylvania Investment Co. has been organized. Hunter & Rigby can give particulars.

Chattanooga, Tenn.—Prominent local men in connection with New England parties will organize a national bank with a capital of from \$300,000 to \$500,000. C. Winthrop Smith can give information.

Chestertown, Md.—It is reported a national bank is being organized with a capital stock of \$50,000.

Clinton, Tenn.—The First National Bank has been organized with a capital stock of \$50,000. M. A. Farrell, president, and W. S. Cagle, cashier.

Dayton, Tenn.—It is reported the Dayton City Bank is reorganizing as a national bank.

Decherd, Tenn.—The Bank of Decherd has been organized with a capital of \$10,000. J. M. Bratton is president, and J. E. Thompson, cashier.

Florence, S. C.—The Union Savings Bank Co. has been incorporated by E. Miller, B. Gregg, J. W. Dargan and others; capital stock, \$20,000.

Fort Smith, Ark.—The German Bank has been incorporated with a capital stock of \$250,000.

Garland, Tex.—The Board of Trade is making investigations with a view to securing a bank. W. W. Sebastian, president, can give information.

Greenville, Ala.—It is reported a bank will be organized. J. J. Johnson can give information.

Helena, Ark.—The First National Bank will increase its capital stock from \$125,000 to \$175,000.

Linden, Tex.—The Linden Bank has been organized with H. F. O'Neal, president, and W. M. Wood, cashier.

Memphis, Tenn.—The Memphis City Bank is considering the increase of its capital stock from \$250,000 to \$500,000.

Newport, Ark.—The Bank of Newport and the Newport Safe Deposit Bank have consolidated. E. W. Watson, president, and R. M. Johnson, cashier.

Savannah, Ga.—The Georgia Loan & Trust Co. lately mentioned has been organized with a capital stock of not less than \$100,000 nor more than \$1,000,000. W. Falconer, president, and C. P. Miller, treasurer.

Sweetwater, Tex.—The First National Bank has been organized with a capital stock of \$50,000. W. P. Parvin, president, and F. P. Beall, cashier.

Tyler, Texas.—The City National Bank previously mentioned has been organized with a capital stock of \$100,000. E. C. Williams is president and Claude Williams, cashier.

Vaiden, Miss.—The Vaiden Bank has been organized, with R. R. Hawkins, president, and W. C. Smith, cashier.

Wheeling, W. Va.—The South Side Bank has been organized with a capital stock of \$25,000. R. M. Gilleland, H. F. Behrens, W. S. McCullough and others are among the stockholders.

Yoakum, Texas.—N. O. Richardson and his associates have applied to the comptroller of the currency for permission to organize the First National Bank of Yoakum.

Lexington, Ky., will hold an election to decide as to the issuance of \$150,000 of 30-year 5 per cent. bonds to be subscribed to the Lexington & Richmond Railway Co.

Monroe, N. C., lately mentioned as considering the issuance of town improvement bonds, is contemplating issuing same to extent of \$20,000.

The Capital City Insurance Co., Montgomery, Ala., has declared a semi-annual dividend of 5 per cent.

The Central Railroad & Banking Co. (office, Savannah, Ga.) has declared a dividend of four dollars per share.

The De Kalb Lumber Co., Fort Payne, Ala., has declared a dividend of 5 per cent.

The National Fertilizer Co., Nashville, Tenn., has declared a dividend of 10 per cent.

The Northern Central Railway Co., Baltimore, Md., has declared a semi-annual dividend of 3 per cent.

The Owensboro Wagon Co., Owensboro, Ky., has declared a dividend of 40 per cent.

The Planters' Rice Mill Co., Savannah, Ga., has declared a dividend of 3 per cent.

W. B. Brooks, president Canton Co., Baltimore, Md., will receive proposals until July 15, for the purchase of shares of its capital stock.

Wilson, Colston & Co., Baltimore, Md., offer for sale \$100,000 Manchester, Va., city 5 per cent. bonds at 102½ and accrued interest.

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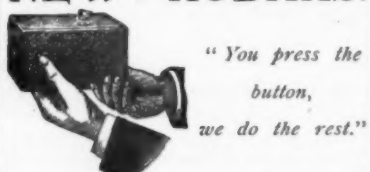
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BROWN, SHIPLEY & CO., LONDON.

Foreign Exchange Quotations.

ALEXANDER BROWN & SONS, BALTIMORE, June 18, 1890.

Sterling.—Selling. Commercial. 48½@48¾

60 days..... 48½ 3 days..... 48¾

Francs.—Selling. Commercial. 516½

60 days..... 516½ 3 days..... 515

Reichmarks.—Selling. Commercial. 95½

60 days..... 95½ 3 days..... 95

Gulders.—Selling. Commercial. 40½

60 days..... 40½ 3 days..... 40½

Baltimore Stock Exchange Quotations.

Reported by ALEXANDER BROWN & SONS, Bankers, Baltimore.

BALTIMORE, June 18, 1890.

BID. ASKED.

Virginia 6's Consols C..... 55½ ..

Virginia 3-4-5 10 40's..... 44 ..

Virginia 3's, new..... 68 ..

Virginia Consol Coupons, N. F..... 29 36

Virginia 10-40 Consols, N. F..... 28 ..

N. Carolina 4's..... 100½ ..

Norfolk Water 8's, C..... 130 ..

Baltimore & Ohio..... 103½ ..

Northern Central..... 68 ..

Central Ohio..... 53 ..

Atlanta & Charlotte..... 120 145

B. & O. 5's..... 109 ..

Northern Central 6's..... 116 ..

Northern Central Gold 6's C 1900..... 118 ..

Northern Central 5's (Series B)..... 109 ..

Ga. Car. & N. 5's..... 103 104

Central Ohio 6's..... 101½ ..

Cin. Wash. & B. (En B. & O.) 1st 4½'s..... 101½ ..

Cin. Wash. & B. (En B. & O.) 2d 5's..... 75 ..

Va. & Tenn. 8's..... 128 130

Ohio & M. 1st S. Div. 7's..... 122½ 123½

Ohio & M. 1st S. Div. 7's..... 115 116

Atlanta & Char. Income 6's..... 104 ..

Col. & Green. 1st, 6's..... 105½ 106

Col. & Green 2d 6's..... 86 ..

Va. Midland, 3d 5-6..... 109½ 110

Va. Midland, 5th 5's..... 101 102

West Va. Central 1st, 6's..... 110 110½

Ga. Pacific 1st 6's..... 113 ..

Ga. Pacific 2d..... 7½ ..

West. N. r. Car. Consol'd 6's Gld..... 103½ ..

Cape Fear & Y. Valley 6's, A..... 104½ 105

Cape Fear & Y. Valley 6's, B..... 102½ 103

Cape Fear & Y. Valley 6's, C..... 103 104

Consol'd Gas Stock..... 5½ ..

Consol'd Gas Bonds 6's..... 116½ ..

Canton Co..... 53 54

Richmond Stock Exchange Quotations.

Reported by JOHN L. WILLIAMS & SON, Bankers, Richmond.

RICHMOND, VA., June 17, 1890.

BID. ASKED.

North Carolina 4's, 1910..... 99½ ..

North Carolina 3's, 1910..... 135 137

Virginia New 3's, 1910..... 68½ 69

Lynchburg, Va., 5's, 1910..... 103½ ..

Petersburg, Va., 5's, 1910..... 103½ ..

Norfolk, Va., 5's, 1910..... 104 ..

Richmond, Va., 5's, 1910..... 112 115

Atlanta & Charlotte Ry., 1st 7's, 1907..... 122½ 123½

SOUTHERN STOCKS.

OFFICIAL QUOTATIONS BIRMINGHAM STOCK EXCHANGE.

Corrected Weekly by MARTIN & LEEDY, Stock and Bond Brokers, and Members
Birmingham Stock Exchange.

SATURDAY, JUNE 14, 1890.

STOCKS.	Capital	Par	LAST DIVIDEND.	Per Cent.	Bid.	Asked.
BANKS.	Organized.	Stock.	Value.	Declared.	on Stock.	
Alabama National	1886	\$500,000	100	Jan. '90	a 4	115
American National	1887	250,000	100	Jan. '90	a 4	101
Bank of Atlanta	1889	50,000	100	Jan. '90	a 5	56
Berney National	1886	300,000	100	Jan. '90	a 5	120 1/2
Birmingham National	1887	250,000	100	Jan. '90	a 3	97
Central Savings	1889	50,000	100	Jan. '90	100	110
City National	1889	100,000	100	Jan. '90	120	210
First National	1884	250,000	100	Jan. '90	a 6	180
First National Bank of Gadsden	1887	50,000	100	Jan. '90	a 6	130
Jefferson County Savings	1885	150,000	100	Jan. '90	a 6	155
Birmingham Trust & Savings Co.	1887	50,000	100	Jan. '90	a 3	107 1/2
Mutual Loan & Trust Co.	1888	50,000	100	Jan. '90	100	103
People's Savings Bank & Trust Co.	1888	50,000	100	Jan. '90	a 4	109 1/2
RAILROADS.						
Birmingham Union Railway Co.	1887	1,000,000	50	.....	.....	50
Birmingham & Ensley Railway Co.	1887	500,000	50	.....	.....	.....
North Birmingham Street R. R.	1887	65,000	50	.....	.....	.....
Highland Avenue & Belt R. R. Co.	1887	1,000,000	100	.....	.....	45
South & North Alabama R. R. Co.	.....	.....	.....	.....	.....	25
MISCELLANEOUS.						
Anniston City Land Co.	1887	3,000,000	100	July, '87	q 4	61
Alabama Coal & Iron Co.	1880	1,000,000	100	.....	.....	119
Alabama-Connelley's Coal & Coke Co.	1886	500,000	100	.....	.....	23
Alabama Rolling Mill Co.	1887	250,000	100	.....	.....	60
Bessemer Land Co.	1887	150,000	100	May, '87	q 2 1/2	35
Birmingham Mining & Mfg. Co.	1887	150,000	100	May, '87	q 3 1/2	37 1/2
Birmingham Ensley Land Co.	1886	450,000	100	.....	.....	6
Birmingham Water Works Co.	1887	500,000	100	.....	.....	78
Birmingham Furnace & Mfg. Co.	1886	1,500,000	100	.....	.....	16
Cahaba Coal Mining Co.	1886	1,400,000	100	.....	.....	70
Chattanooga East End Land Co.	1887	4,000,000	100	.....	.....	15
DeBardeleben Coal & Iron Co.	1887	4,000,000	100	.....	.....	76
Decatur Land Imp. & Furnace Co.	1887	5,000,000	100	.....	.....	13 1/2
Decatur Mineral Land Co.	1887	350,000	100	Oct. '87	q 3	22 1/2
Elyton Land Co.	1871	300,000	100	Nov. 10, '87	q 3 1/2	850
Edison Electric & Illuminating Co.	1886	100,000	100	July, '89	a 4	102
East Birmingham Land & R. R. Co.	1886	1,022,800	100	.....	.....	11 1/2
East Lake Land Co.	1886	200,000	100	June, '87	n 50	80
Ensley Land Co.	1886	10,000,000	100	.....	.....	10 1/2
Enterprise Manufacturing Co.	1886	100,000	100	.....	.....	22 1/2
Eureka (Furnace) Co.	1886	3,000,000	100	April, '89	1	300
Florence Land & Mining Co.	1887	3,000,000	100	April, '87	q 1	22
Gadsden Land Co.	1887	3,000,000	100	.....	.....	6 1/2
Gate City Land Co.	1888	300,000	100	.....	.....	24
Hecla Coal Co.	1887	100,000	100	.....	.....	30
Henderson Steel & Mfg. Co.	1887	100,000	100	.....	.....	85
Jackson Building & Improvement Co.	1887	150,000	100	.....	.....	65
Jagger-Townley Coal & Coke Co.	1887	350,000	100	.....	.....	9 1/2
Leeds Land Co.	1887	150,000	100	.....	.....	52
Mag Ellen Coal & Mining Co.	1887	100,000	100	.....	.....	62
Mary Lee Coal & Railway Co.	1888	500,000	100	.....	.....	100
North Birmingham Land Co.	1886	700,000	100	.....	.....	37 1/2
Smithfield Land Co.	1886	850,000	100	.....	.....	7 1/2
Sloss Iron & Steel Co.	1887	4,000,000	100	.....	.....	44
South Anniston Land Co.	1887	750,000	100	Sept. 2, '89	h 1	16 1/2
Sheffield Coal & Iron Co.	1884	1,000,000	100	May, '87	x 5	60
Thompson Brick Co.	1887	20,000	100	.....	.....	90
Tennessee Coal & Iron Co.	1887	9,000,000	100	May 15, '87	.....	104
Tennessee Coal & Iron Co., pref.	1887	1,000,000	100	.....	.....	306
Tuskaloosa Coal, Iron & Land Co.	1887	1,000,000	100	.....	.....	24
Vulcan Coal & Coke Co.	1887	100,000	100	.....	.....	27
West End Land Co.	1886	175,000	100	.....	.....	50
Woodstock Iron Co.	1887	3,000,000	100	.....	.....	40 1/2

BONDS.

	Amount Outstanding.	INTEREST.	Rate Per Cent.	Bid.	Asked.
Alice Furnace	300,000	7	103	.....	.....
Birmingham Gas & Electric Light Co.	340,000	8	92 1/2	93	100 1/2
Birmingham Union Railway Co.	500,000	6	107 1/2	.....	.....
Birmingham Water Works	400,000	7	111	116	.....
Cahaba C. & M. Co., 1st Mortgage	750,000	7	97	.....	.....
Caldwell Hotel	150,000	6	98 1/2	99 1/2	.....
Elyton Land Co., Trust Bonds	2,400,000	6	104	106	.....
Eureka (Furnace) Co.	400,000	7	105	107	.....
Henderson Steel & Mfg. Co.	50,000	8	106	107	.....
Mary Pratt Furnace	100,000	6	93 1/2	94	.....
Sloss Iron & Steel Co., 1st Mortgage	2,000,000	6	100	103	.....
Sloss Iron & Steel Co., 2d	2,000,000	8	100	.....	.....
Williamson Iron Co.	60,000	6	96 1/2	.....	.....
Tennessee Coal, Iron & R. R. Co.	1,254,000	6	100	.....	.....
Tennessee Division	3,640,000	6	100	.....	.....
Birmingham Division	3,640,000	6	100	.....	.....

EXPLANATION.—a—For six months. q—Only dividend declared since organization. x—This company declared 5 per cent February 1, also. z—Total dividend paid 49 per cent. 1—Dividend for one year, ending July 1, 1889. E—Sold hereafter Ex. 15 per cent dividend. o—Dividend 1 per cent paid in May, '87, also October 1. n—Fifty per cent. Dividend on Union R. R. Stock. b—Payable October 15, 1889. f—A 5 per cent. Dividend has been paid quarterly since organization. w—For dividends refer to the company. * * * May 6, '87, 50 per cent. cash; May 10, '87, 50 per cent. cash; Sept. 14, '87, 50 per cent. cash; Oct. 10, '87, 10 per cent. cash; Oct. 10, '87, 10 per cent. cash; Nov. 10, '87, 10 per cent. cash; Nov. 10, '87, 100 per cent. in Elyton Land Company's Trust Bonds.

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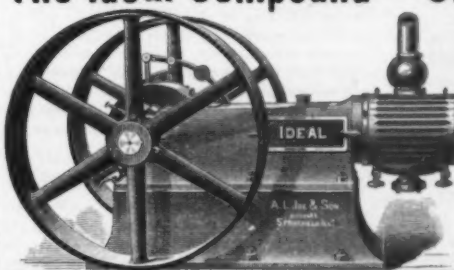
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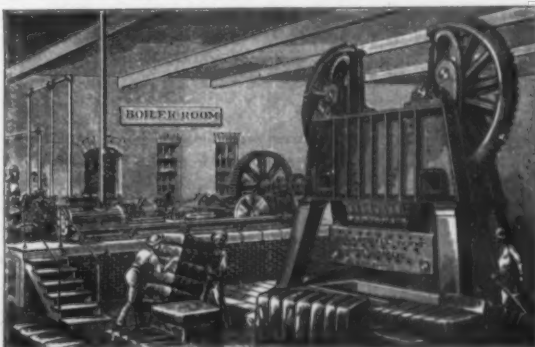
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*Means machinery is wanted, particulars of which will be found in "Machinery Wanted" columns.

In correspondence relating to matters reported in this paper, it will be a favor if it is stated that the information was gained from the MANUFACTURERS' RECORD.

ALABAMA.

Anniston—Grading, Sewers, &c.—J. D. Hunter will receive bids until June 24, for the grading of Pine, Clydesdale and Tenth streets, and for the construction of sewers on Tyler Hill, &c.

Anniston—Manufacturing.—The Rutland Manufacturing Co. will, it is stated, be organized by C. W. Noble and others to manufacture heating and ventilating apparatus.

Autaugaville—Cotton Factory.—The erection of a cotton factory is talked of.

Avondale—Ice Factory.—It is reported that a new ice factory is being erected.

Bessemer—Car Works.—Ground has been broken for the car works previously mentioned. The Bessemer Land & Improvement Co. can give particulars.

Birmingham—Gin Factories.—R. S. Munger, lately mentioned as to probably erect a cotton gin factory, writes that he will erect machinery for manufacturing cotton gins at some point or points in Alabama, Georgia or Tennessee this fall.

Birmingham—Cracker Factory.—L. B. Jordan has, it is stated, organized a stock company to erect the cracker factory previously mentioned.

Birmingham—Ice Factory.—William Hood, W. S. Brown, R. N. Rhodes and others have organized the Artesian Ice Factory Co., and contracted for machinery with capacity of 50 tons per day.

Birmingham—Iron Furnaces.—George L. Morris is again reported as to organize a company in conjunction with T. T. Tillman and others to build two iron furnaces in Birmingham and develop iron ore on the Birmingham Mineral Railroad.

Coaldale—Brick and Tile Works.—The Coaldale Brick & Tile Co. put in additional machinery, as stated in last issue.*

Florence—Gas Works.—The Florence Gas Light Co., recently mentioned, is erecting a retort house 68x34 feet, and a two-story purifying house 53½x26 feet. The gas holder is to be 60 feet in diameter and 17 feet deep.

Fort Payne—Electric-light Plant.—The Fort Payne Electric Light & Power Co. will probably put in another dynamo.

Greenville—Water Works.—A Philadelphia (Pa.) company has made a proposition to construct water works.

Heflin—Brick-yard.—Enos Moore has, it is reported, started a brick-yard.

Montgomery—Machine Works.—Forbes, Liddell & Co., manufacturers of cotton compressors, have been succeeded by the Liddell-Thompson Machinery Co., which will continue the business, and also do general engineering and contracting work.

Opelika—Flour Mill.—A stock company will, it is stated, be organized to erect a 125-barrel flour mill. J. S. Renfro can give information.

Selma—Ice Factory.—It is stated that another ice factory will be erected.

Sheffield—Iron Furnaces, &c.—It is stated that the Sheffield Coal, Iron & Railway Co., recently mentioned, will be reorganized into two companies, to be known as the Alabama Iron & Railway Co., to operate the three Sheffield furnaces and develop 70,000 acres of mineral lands near Sheffield, and the Townley Coke Co., with \$500,000 capital, to operate the Townley and Elliott mines and the Jasper coke plant.

Thomas—Pipe Works.—The Pioneer Mining & Manufacturing Co. writes that it does not intend

building the pipe works mentioned in last issue at present.

Uniontown—Water Works.—It is stated that a stand pipe will be erected at the artesian well previously referred to. The mayor can give information.

Uniontown—Cotton Compress and Ice Factory.—The erection of a cotton compress and an ice factory is talked of.

Wetumpka—Lumber Mill.—Jackson & Bro. will, it is reported, put new machinery in their lumber mill.

ARKANSAS.

Hot Springs—A. B. Gaines, John Martin, Edward Hogaboom and others have incorporated the Garland Cotton Investment Co., with a capital stock of \$400,000.

Monticello—Cotton Compress.—A \$40,000 stock company is being organized to erect the cotton compress previously mentioned.

Pine Bluff—Cotton Compressors.—The Standard Compress & Warehouse Co. and the Pine Bluff Compress Co. consolidated, as lately reported, and organized with J. T. W. Tillar, president; W. B. Howell, vice-president, and E. C. Howell, secretary. The capital stock has been increased to \$342,000.

Van Buren—Wagon Factory.—Key Bros. will, it is reported, start a wagon factory.

Wrightsville—Saw Mill.—William Farrell & Co. are reported as to put in a new saw mill.

Yellville—Lead and Zinc Mines.—The Shoney Lead & Zinc Co. is reported as opening lead and zinc mines.

FLORIDA.

Apalachicola—Artesian Well.—Ruge & Sons and others will sink the artesian well lately mentioned.*

Apalachicola—Pail and Tub Factory.—H. Ruge & Sons contemplate starting a pail and tub factory.*

Apalachicola—Woodworking Factory.—S. J. Johnson, mentioned in last issue, contemplates putting in woodworking machinery.*

Fernandina—Land.—Boston (Mass.) capitalists have purchased, it is reported, the Cashen tract, containing 700 acres of land, near Fernandina.

Higley—Lumber Mill.—Alsbrook & Scott are rebuilding the saw, planing and shingle mill lately reported as burned.*

Jacksonville—Brewery.—A stock company has, it is stated, been organized to erect a brewery.

Jefferson County.—J. L. Elliot, of Washington, D. C., and D. D. Stephens, of New York city, have, it is reported, purchased 1,200 acres of phosphate land in Jefferson county, and will develop same at once.

Key West—Sea Wall.—Primus Diaz has received contract at \$5,066 for filling in for the sea wall lately mentioned.

Lane Park—Irrigating Plant.—The irrigating plant previously mentioned as being erected by A. Muir, near Lane Park, was designed and installed by James Franklin, of Montevide, and irrigates an area of 150 acres. Mr. Muir and D. S. Troy, through their agents, H. M. & R. Frith, propose extending the plant so as to cover 80 acres more by erecting a stand pipe with capacity for from 50,000 to 100,000 gallons. The present system cost about \$16,000, and the contemplated enlargement is estimated at from \$5,000 to \$7,000.

Mannfield—Phosphate Mines.—M. Zimmerman may put in a plant to develop phosphate mines.

Marion County—Fertilizer Factory.—Mrs. M. E. Hoopes, of Philadelphia, Pa., purchased 160 acres of phosphate land from G. B. Tyler, of Ocala, as lately stated (under Ocala), and contemplates erecting a fertilizer factory.

Myers—Fertilizer Factory, etc.—J. W. Philips, of Brooksville, Fla., is reported as arranging for the erection of a fertilizer factory and the development of phosphate lands by foreign capitalists.

Silver Springs—Fire-brick Works, etc.—W. S. Proskey will develop his soapstone, talc and ochre mines, and erect a plant to manufacture soapstone fire-brick by a new process.

St. Augustine—Furniture Factory.—G. T. Bunting will add the manufacture of furniture to his plant, as lately stated, and put in planer and smoother, band saw and other machinery.*

Tompkinsville—Phosphate Land.—Mr. Chisolm purchased 500 acres of phosphate land near Tompkinsville, as lately stated.

Tompkinsville—Saw Mill.—Cochran & Dompier are erecting a large saw mill.

Wildwood—Phosphate Mines.—It is reported that a company has been organized to develop phosphate land.

GEORGIA.

Albany—Water Works.—The city will build the water works referred to in last issue. Nelson Tift is superintendent.

Augusta—Furniture Factory.—T. E. Massengale, N. W. Murphy and others will, it is stated, organize a \$30,000 stock company to erect the furniture factory lately mentioned.

Augusta—Cracker Factory.—J. H. Meyer and H. H. Claussen are reported as organizing a \$50,000 stock company to erect a cracker factory.

Brunswick—Phosphate Mines.—C. J. Allenwood, of St. Augustine, Fla., has been prospecting for phosphates in Glynn county and claims to have discovered extensive deposits on Jolter island. He will probably take steps to develop same.

Cartersville—Pickling and Vinegar Factory.—H. M. & C. M. Milan will put machinery in their pickling factory; also start a vinegar factory.*

Cartersville—Manganese Furnace, etc.—The capital stock of the Cartersville Land & Manganese Co., referred to in last issue, is \$1,500,000. Gov. John B. Gordon is president of the company, and it proposes to build the manganese furnace previously mentioned.

Cartersville.—The Empire Trading Co. is to be chartered to deal in land, minerals, etc.

Columbus—Clothing Factory.—The Eagle Clothing Manufacturing Co. has been incorporated by L. Meyer, M. L. Patterson, J. A. Kirven and others to manufacture clothing. The company will probably purchase the plant of the Eagle Pants Factory; capital stock is \$30,000.

Cordele—Laundry.—J. B. Scott is reported as organizing a stock company to establish a steam laundry.

Cordele—Machine Shop.—R. G. Tomlin is president, and R. C. Harris, secretary, of the Cordele Machine Shop, previously reported. A site has been secured for the plant and work will be commenced at once. The capital stock is \$25,000.

Crawfish Springs—New Town.—The Crawfish Springs Land Co. and the Round Mountain Coal Co. have been incorporated by Frank Martin, G. S. White, S. L. W. McDaniel and others for the purpose, it is stated, of developing the property purchased by General J. T. Wilder, of Johnson City, Tenn.; J. W. English, George Parrot and W. B. Lowe, of Atlanta; J. D. Williamson, of Columbus, and others, as reported in last issue.

Dalton—Iron Mines.—Northern parties have become interested in the Huston tract of iron ore land, located south of Dalton, and have commenced work preliminary to developing. R. G. Huston can give particulars.

Donaldsonville—Lumber Mill.—J. E. Donaldson will put a new engine, four boilers and steam feed in his lumber mill.*

Felton—Planing Mill.—The Standard Lumber & Manufacturing Co. purchased the planing mill and dry kilns of the Fenn-Hollet Lumber Co., as lately stated, and will probably enlarge same in the near future.

Gainesville—Water Works, &c.—The Georgia Development Co., mentioned in last issue as purchasing the Oconee White Sulphur Springs property, will, it is reported, build water works, open streets, etc.

Gainesville—Novelty Works.—F. M. Loden purchased the novelty works of Jett & Roberts, as reported in last issue.

Gainesville—Furniture Factory.—B. F. Stidham & Bro., of Flowery Branch, write that it is quite likely that their furniture factory lately mentioned will be moved to Gainesville, and, if the change is made, will add new machinery.

Gainesville—Laundry.—It is reported that a steam laundry will be established.

Gainesville—Furniture Factory.—Hargrove & Logan contemplate adding the manufacture of furniture to their bending works.

Griffin—Brick yard.—Charles Westbrook and N. B. & T. E. Drewry are reported as having started a brick-yard near Griffin.

Griffin—Foundry and Machine Shop.—The Griffin Iron Foundry Co. has been organized with C. H. Osborne, president, and R. H. Drake, secretary, to erect the foundry and machine works lately mentioned.

Hawkinsville—Fertilizer Factory and Oil Mill.—The Farmers' Alliance will organize the Ocmulgee Oil Mill & Fertilizer Co. to build the cotton-seed oil mill and fertilizer factory lately mentioned. A. T. Fountain can give particulars.*

Macon—Water Works.—Duncan & Corens optioned the McCalls pond property, mentioned in last issue, for parties who contemplate building water works.

Milledgeville—Electric-light Plant.—The Milledgeville Electric Light Co., mentioned in last issue, will put in a 70 horse-power boiler and 60 horse-power engine to increase capacity.*

Richland—Carriage and Wagon Factory.—H. C. Hyatt, of Fort Valley, will, it is reported, erect a carriage and wagon factory in Richland.

Savannah—Ice Factory.—The Savannah Cold Storage & Ice Manufacturing Co., mentioned in

last issue, will probably, it is stated, double the capacity of its ice factory.

Savannah—Land.—The Wilmington Island Pleasure & Improvement Co. has been organized with John Schwarz, president; S. J. Wheaton, vice-president and N. O. Tilton, secretary, and has purchased Wilmington Island and will develop same for a pleasure resort. The capital stock is \$10,000.

Savannah—Water Works.—The city council has adopted resolutions authorizing the committee on water to drive additional artesian wells, connect same with a cistern to be constructed, contract for one 15,000-gallon pumping engine, eight boilers, stand-pipe, forcing main and all necessary buildings and connections. The estimated cost is \$250,000.

Savannah—Land.—J. L. Whately has, it is reported, purchased 28 acres of land on Ogeechee avenue, from J. S. Baynard, for \$22,400.

Tallapoosa—Bottling Works.—J. W. Dorsey, proprietor of the Tallapoosa Chemical Works, intends adding bottling works in the fall.

Whigham—Ginnery.—The Whigham Manufacturing Co. will operate the ginnery mentioned in last issue in connection with its cotton-seed oil mill and fertilizer factory.

KENTUCKY.

Ashland—Saw Mill.—An Upper Sandusky (Ohio) party will, it is reported, erect a saw mill.

Henderson—Electric-light Plant, etc.—C. F. & L. P. Kleiderer will place a steam laundry outfit and an electric light plant in their Hotel Henderson mentioned elsewhere in this issue.*

Louisville—Land.—J. D. Taggart, G. H. Moore, John Stites and others have incorporated the Victoria Land Co. to improve land, &c. The capital stock is \$300,000.

Maysville—Barrel Factory.—It is stated that Ohio parties have made a proposition to the Maysville Cooperage Co. to establish a barrel factory.

Middlesborough—Stone Quarry.—The Stony Fork Quarry Co. is opening a stone quarry near Middlesborough, and will develop.

Richmond—Water Works.—The Richmond Water & Light Co., mentioned in last issue, has let contract to Samuel Rice for the erection of a brick tower 75 feet high and 75 feet in circumference.

Shelbyville—Water Works.—The city will hold an election to decide upon a proposition to construct water works. L. C. Willis can give information.

Stanford—Flour Mill.—S. G. Hocker, S. T. Harris, Adam Pence and others have purchased the roller flour mill of the Stanford Mill Co. for \$10,000, and reorganized the company with T. J. Foster, president.

Winchester—Water Works.—Wheeler & Parks, of 89 State street, Boston, Mass., mentioned in last issue as securing franchise to build water works, agree, in consideration of receiving same, to erect a stand-pipe of at least 25 feet in diameter and 75 feet high, lay 4 miles of pipe, varying from 4 to 12 inches, and erect pumping plant with capacity of 2,000,000 gallons per day. The works are to be completed within ten months. The city is to pay \$3,000 per year for water supply.

LOUISIANA.

Alexandria—Soda Water Factory.—Loomer & Charley, of Beaumont, Texas, have, it is reported, started a soda and mineral water factory.

Mer Rouge—Ginnery and Grist Mill.—The Mer Rouge Ginnery Co., mentioned in last issue as contracting for cotton ginnery outfit, will erect a building two stories, 36x80 feet. The plant will include six 70 saw stands, feeders, condensers, etc., two presses, a grist mill and automatic sprinklers for fire protection.

Monroe—Fertilizer Factory.—The Planters' Oil Mill Co., previously reported as to build a cotton-seed oil mill, will operate the fertilizer factory mentioned in last issue.

Point-a-la-Hache—Rice Mill.—It is stated that B. Savoie, previously mentioned, has sold the Empire Rice Mill to L. Schayot and Cyril Martin, who will put in new machinery and operate same.

Provençal—Lumber Mill.—M. W. Carroll has put a new engine in his lumber mill, increasing daily capacity from 30 to 50 M feet.

Rayville—Cotton Compress.—J. H. Althugh and others are reported as organizing a stock company to erect a cotton compress.

Shreveport—Medicine Factory.—The Cascade Medicine Co. has been incorporated with a capital stock of \$50,000.

Shreveport—Factory.—The Tucker Poison Distributor, Cotton Worm & Insect Destroying Machine Co. is the company recently reported as organized with C. H. Minge, president, &c., to manufacture a poison distributor. It has been incorporated with a capital stock of \$10,000.

Washington—Rope Factory.—The Courtblau River Mills, recently mentioned, has purchased

the plant of the Orleans Cotton Rope Manufacturing Co. at New Orleans and will remove same to Washington.

MARYLAND.

Aberdeen—Chair Factory.—A movement is on foot to erect a chair factory.

Baltimore—Brick-yard.—James Wright will erect a stove-brick and clay-pipe kiln on Washington avenue.

Baltimore—Electrical Works.—The Wenstrom Consolidated Dynamo & Motor Co., previously referred to, has purchased five flour mills, water-power of 400 horse-power and 12 acres of land at Calverton. It proposes to build works to be two stories, 100x250 feet, and to cost \$100,000. 600 men will be employed when the plant is completed.

Baltimore—Fire Alarm System.—The Instantaneous Fire Alarm Co. has been incorporated by John Waters, Frank Popplein, Michael Sheehan and others for the protection of property by an instantaneous fire alarm. The capital stock is \$50,000.

Barclay—Creamery.—The erection of a creamery is probable. R. J. Booker can give information when anything is done.

Cumberland—Machine Shops.—The city has decided, by popular vote, to loan the Baltimore & Ohio Railroad Co. \$150,000, without interest, in consideration of that company locating machine shops, etc., as stated elsewhere in this issue.

Ellerslie—Pipe Line.—The Standard Oil Co., of New York city, is reported as to build a pipe line to Ellerslie from the Pennsylvania oil fields.

Rockville—Land.—The Chevy Chase Land Co. has been incorporated by A. W. Louisa, of Baltimore; W. R. Schaff, of Hyattsville; E. J. Stettin, of Washington, D. C., and others. The capital stock is \$1,000,000.

Rockville—Land.—A Washington (D. C.) syndicate is reported as purchasing 147 acres of land from Mr. Chapman.

Washington, D. C.—Proposals will be received by J. H. Windrim, until June 24, for all the labor and material required to complete the new boiler-house etc., for the Winder building, U. S. Treasury Department.*

Washington, D. C.—Stand Pipe.—A stand pipe will be erected at the Freedmen's Hospital and Asylum. Hon. J. W. Noble will shortly let contract for the work.

MISSISSIPPI.

Estabuchie—Lumber Mill.—The Leaf River Lumber Co. is reported as rebuilding its lumber mill to increase capacity.

Greenville—Ginny.—Joseph Davies has, it is reported, purchased site and will establish a cotton ginny.

Handsborough—Brick Works.—H. Lienhard is, it is stated, rebuilding his brick works, recently reported as burned.

Lumberton—Brick-yard.—Camp & Hinton have started a brick-yard.

Meridian—Pottery.—The Meridian Pottery & Manufacturing Co., previously mentioned, has elected J. C. Lloyd, president; J. W. Parker, vice president, and L. A. Lloyd, secretary.

Meridian—Foundry and Machine Shops.—The Meridian Foundry & Machine Shop is reported as having put in additional machinery.

Natches—Cold Storage.—A. M. Branch & Co. contemplate adding cold storage to their refrigerating plant.

Natchez—Bridge.—The King Iron Bridge Co. has received contract at \$9,498 to construct an iron bridge 200 feet long over St. Catherine creek.

Tuscola—Saw Mill.—W. C. Albertson is, it is stated, erecting two new dry kilns and putting new machinery in his saw mill.

Vicksburg—Ice Factory.—Vicksburg and Cincinnati (Ohio) parties will, it is stated, charter the Consumers' Ice Co. to erect the ice factory previously mentioned.

Vicksburg—Brick Works and Woodworking Factory.—A Northern capitalist contemplates, it is stated, establishing press brick works and a woodworking factory in Vicksburg.

Vicksburg—Oil Mill.—The Hill City Oil Mill Co. contemplates changing the location of its oil mill.

West Point—File Works.—Thad. Moseby and John McCord have, it is reported, purchased the West Point file factory, and will enlarge and operate same.

Yazoo City.—Electric-light Plant and Water Works.—The city has accepted the proposition of the Thomson-Houston Electric Co., of Boston, Mass., reported in last issue, to erect an electric-light plant and construct water works. The company has exclusive franchise for 20 years, and will build works to cost \$60,000.

NORTH CAROLINA.

Asheville—Bridge.—Richmond Pearson contemplates building an iron bridge across the French Broad river. J. A. Williams, Jr., has the matter in charge.*

Asheville—Land.—C. E. Graham, C. D. Blanton, T. C. Starnes and others have, it is reported, purchased the Alexander Garrett farm of 83 acres in Victoria for \$100,000, and will organize the Oakland Land Co. to develop same.

Asheville—Mining, etc.—A. H. Fuller, of Brocton, Mass., is president; S. R. Eaton, of New York city, vice president, and W. J. Jenks, of New York city, secretary, of the Western North Carolina Mining Co., recently reported as incorporated to deal in and develop mineral lands.

Asheville—Bridge, etc.—The Asheville Loan, Construction & Improvement Co. has been organized with G. S. Powell, president, and W. W. Barnard, secretary. It has purchased, it is stated, 1,000 acres of land, and will make extensive improvements, constructing two lakes, building an iron bridge and lay off the property in lots. The capital stock is \$300,000.

Asheville—Woodworking Factory.—The P. A. Demens Wood Work Co. has increased capital stock to \$75,000.

Cary—Plow Factory.—The North Carolina Plow Co. is reported as enlarging its plant.

Charlotte—Cotton Compress.—The Richmond & Danville Railroad Co. (office, Richmond, Va.) will, it is stated, move its West Point cotton compress to Charlotte, and probably lease same to McFadden & Co., of Philadelphia, Pa.

Durham—Tobacco Factory.—The Durham Farmers' Alliance Tobacco Manufacturing Co., recently mentioned as organized to establish a tobacco factory, has been incorporated by P. H. Massey, J. W. Pope, W. T. Meajows and others. The capital stock is \$10,000.

Durham—Cotton Factory.—B. L. Duke, S. F. Tomlinson, J. S. Carr and others are organizing a \$100,000 stock company to erect the cotton factory, previously mentioned, on the co-operative plan.

Durham—Press Factory.—A company will probably be organized to manufacture a patent baling press. W. A. Guthrie can give information.

Flat Rock—Granite Quarries.—The Mount Airy Granite Co., of Mt. Airy, has, it is stated, purchased 256 acres of granite lands at Flat Rock, will increase capital stock \$16,000 and develop the property.

Henderson—Tobacco Prizery.—J. B. Owen is erecting, it is stated, a tobacco prize factory.

King's Mountain—Cotton Mill.—The erection of another cotton mill is talked of.

Kinston—Knitting Factory.—The necessary stock has been subscribed for the erection of the knitting factory lately alluded to. J. F. Taylor can give particulars.

Lincolnton.—A land and improvement company will probably be organized.

Matthews—Gold Mine.—It is stated that work will shortly be resumed at the Ray gold mine under the superintendency of W. Lewis.

Monroe—Saw Mill.—Hart, Green & Co., recently mentioned as putting new machinery in their saw mill, intend adding more at an early date.

Monroe—Improvements.—The city lately mentioned as contemplating the issuance of bonds for improvements, is considering a proposition to issue same to the extent of \$20,000. The mayor can give information.

Oxford—Quarry.—It is probable that a whetstone quarry will be developed. J. A. Williams can give information.

Rockingham—Machine Shop.—J. A. Wright & Bro. may establish a machine shop.*

Salem—Hosiery Mill.—A. G. Hough & Co., proprietors of the Salem Hosiery Mill, lately referred to, are endeavoring to organize a stock company to enlarge same.

Southern Pines—Chewing-gum Factory.—J. M. Jewell & S. M. Scrofford, of Chicago, Ill., will erect the chewing-gum factory mentioned in last issue.

Weldon—New Town, etc.—The Great Falls Water Power Co. has been organized with W. B. Hadison, of Petersburg, Va., president, and T. L. Emry, vice-president, to secure the establishment of manufacturing, etc., at Great Falls, a new town recently laid off near Weldon.

Weldon—Canal.—L. B. Gilbert, A. S. McCreath, T. L. Emry and others will, it is stated, organize a stock company to construct a second canal near Weldon.

Wilmington—Shirt Factory.—A stock company has been organized, it is reported, to erect a shirt factory in Wilmington.

Wilson—Electric-light Plant, etc.—The Wilson Cotton Mills will put in an incandescent electric-light plant and equip its building with automatic sprinklers.*

Winston—Tobacco Factory.—H. C. Linthicum, of Henderson, has prepared plans, it is stated, for the erection of a tobacco factory for Edmunds & Gilmer to be six stories, 40x150 feet.

SOUTH CAROLINA.

Blacksburg—Electric-light Plant.—The Blacksburg Land & Improvement Co. has let contract to the Schuyler Electric Light Co., of Manchester, Conn., for the electric-light plant lately mentioned.

Chester—Signal Factory.—J. J. McLure is president, G. B. White, vice-president, and J. K. Henry, treasurer, of the Berry Signal Lock & Target Co. recently reported.

Columbia—Canal.—The city will probably issue \$35,000 of bonds to complete the canal to Gervais street. The mayor can give information.

Crofta—Bagging Factory.—The Crofta Pine Fibre Co. is reported as to enlarge its straw bagging factory and put in new machinery.

Edgefield—Granite Quarries.—Captain Sanford is reported as to develop granite quarries.

Florence—Furniture Factory.—R. Roles, of Raleigh, N. C., will probably form a stock company to erect the \$30,000 furniture factory lately referred to.

Greenville—Land.—The Main Street Real Estate Co. has been organized by B. F. Perry, W. W. Gilreath, J. A. Mooney and others to deal in real estate. The capital stock is \$60,000.

Greer's Depot—Ginny.—W. R. Bailey will erect a cotton ginny.*

Marion—Ginny.—The Marion Cotton-seed Oil Mill Co. will, it is stated, increase capital stock to \$30,000 and establish a cotton ginny in connection with its oil mill.

Mullins—Canning Factory.—George R. Reaves and W. A. Hardwick contemplate erecting the canning factory previously mentioned.

Reidville—Ginny.—J. T. Wood will erect a cotton ginny.*

St. Matthews—Ginny and Oil Mill.—F. J. Buycik is president, J. F. Wannamaker, vice-president, and A. K. Smoke, secretary, of the St. Matthews Manufacturing & Warehouse Co., referred to in last issue. It will operate a cotton ginny in addition to the cotton-seed oil mill mentioned.

TENNESSEE.

Chattanooga.—The Chattanooga Coffin & Casket Co. will, it is stated, enlarge its factory by the erection of a building 150x50 feet.

Chattanooga—Brick Works.—It is stated that a stock company will be formed to start brick works.

Chattanooga—Boiler Works.—Shea & Strahle, lately mentioned, have increased capital and are enlarging their boiler works, as stated.

Chattanooga—Electric Plant.—T. J. Serrell, J. A. Hart, S. R. Read and others have, it is reported, organized a stock company and erected a plant to generate steam power from electricity by a process, of which Mr. Serrell is the inventor.

Chattanooga—L. G. Walker will receive proposals until June 23 for 4,000 cubic yards of earth filling.

Chattanooga—Sewer Pipe, etc.—L. G. Walker will receive bids until June 23 for furnishing and laying 350 lineal feet, of 18 inch pipe, 400 feet of 10-inch pipe, etc., on Ninth street; also 680 lineal feet of 10-inch pipe and 1,010 feet of 8 inch pipe, etc., on Flynn street.

Chattanooga—Implement Works.—The Gibson Agricultural Works has been incorporated with David Gibson, president and A. L. Cayzer, secretary. It will, it is stated, enlarge its plant and put in new machinery.

Clarksville—Sewerage System.—Contract for the construction of the sewerage system lately reported as let to T. J. Pease has been withdrawn and awarded to Stewart & Quinn at \$26,750.

Crossville—Telegraph Line.—The Obed River Telegraph & Telephone Co., of Cumberland county, has been incorporated.

Cumberland Gap—New Town.—The East Cumberland Gap Land Co. has engaged Wright & Wood, of Knoxville, to lay off its new town near Cumberland Gap.

Forty-Eight—Stone Quarry.—It is stated that a stone quarry is being developed at Ashland.

Gallatin—Flour and Saw Mills.—W. H. Brown has purchased the Gallatin Flour & Saw Mills and will, it is reported, organize a stock company to convert flour mill into a roller mill and operate the plant.

Harriman—Hoe and Tool Factory.—The Harriman Hoe & Tool Co. has been organized with an authorized capital stock of \$75,000, \$60,000 of which are paid in, to manufacture hoes and tools. Factory is to be in operation October 10.

Jackson—Water Works.—The city is extending its water works system. The mayor can give information.

Jackson—Lumber Mill.—The Jackson Lumber & Manufacturing Co. has been organized.

Jonesboro—Cotton Mill.—It is stated that work has commenced on the building for the cotton mill previously mentioned.

Kimball—(P. O. Wallview)—Manufacturing.—It is reported that two Connecticut parties with a capital of \$12,000,000 will locate manufacturing in Kimball. The Kimball Town Co. can give information.

Kimball—(P. O. Wallview)—Brick Works.—It is stated that brick works with a daily capacity of 100,000 bricks will be established. The Kimball Town Co. can give information.

Knoxville—Bridge.—Plans have been prepared for the construction of the Fifth avenue bridge, to cost \$14,675.

Knoxville—Iron Foundry and Stove Works.—A \$125,000 stock company, of Louisville, Ky., contemplates, it is reported, moving its iron foundry and stove works to Knoxville.

Knoxville—Sewerage System.—Wright & Wood are making the survey for the sewerage system lately mentioned.

Lawrenceburg—Electric-light Plant and Bridge.—The Lawrenceburg Land Co. will erect the electric-light plant and build the bridge lately mentioned.

Loudon—Marble Quarries.—The Standard Marble & Stone Co., recently mentioned, is reported as to open marble quarries.

Memphis—Machine Shops, etc.—The Illinois Central Railroad Co. (office, Chicago, Ill.), recently mentioned as to erect machine and boiler shops, and engine-house, will erect a machine shop 32x114 feet, and a blacksmith shop 30x28 feet. The total cost will be about \$22,000.

Memphis—Land, etc.—W. A. Everman is president; J. S. Tool, vice-president, and E. R. Thomas, secretary, of the Memphis Manufacturing & Building Co., mentioned in last issue. The capital stock is to be \$50,000.

Memphis—Plating Works.—G. W. Ascoug, of Quincy, Ill., will move his plating works to Memphis, as reported in last issue.

Memphis—Fire-arms Factory.—It is stated that arrangements have been completed for the removal to Memphis of W. M. Farrow's firearm factory, at Holyoke, Mass., lately mentioned.

South Pittsburg—Blowing Engines.—The Tennessee Coal, Iron & Railroad Co. will erect two new blowing engines at its furnaces.

TEXAS.

Abilene—Artesian Well.—A Chicago (Ill.) company has received contract at \$13,300 to sink the artesian well lately mentioned.

Austin—Electric Plant.—The Austin & Gravis County Rapid Transit Co., which will construct a street railway, will erect electric plant to operate same.*

Corpus Christi—Canning Factory.—The Givens Oyster Co. will erect a canning factory, as lately reported.

Corpus Christi—Land.—It is stated that E. H. Ropes, president of the Port Aransas Co., has purchased Mustang island in Corpus Christi bay, from John Little, for \$25,000.

Dallas—Water Works.—The Oak Cliff Water Supply Co., mentioned in last issue, is increasing the height of its water tower to 120 feet, building a large reservoir, and will lay 15,000 feet of additional mains.

Dallas.—The Dallas, Gulf & Trinity River Navigation Co. is to be organized by O. P. Bower, W. A. Nason, Bryant Barry and others to make the Trinity river navigable, as mentioned in last issue. The capital stock is \$250,000.

Del Rio—Canning Factory.—A canning factory will probably be erected.

Denison—Novelty Works.—A Sherman party has, it is stated, made a proposition to the Board of Trade to establish novelty works.

Dublin.—It is reported that an improvement company has been organized.

Edna—Grist Mill and Gin.—A. Malach purchased the grist mill and cotton gin of Schorre Bros., as lately stated, and intends remodeling after the cotton season is over.

El Paso—Machine Shops.—The Texas & Pacific Railroad Co. (office, Dallas) is reported as to build machine shops in El Paso.

Ennis—Electric light and Water Works, etc.—It is stated that the city has closed contract for the erection of the electric light plant, ice factory and water works recently mentioned. The mayor can give information.

Fort Worth—Stove Foundry.—D. F. White has, it is reported, purchased the Fort Worth stove foundry for about \$60,000 and will organize a \$100,000 stock company to operate same.

Fort Worth—Tobacco Factory.—A North Carolina party contemplates moving his tobacco factory to Fort Worth. The secretary of the Chamber of Commerce can give information.

Galveston—Sugar Refinery.—W. F. and J. Kirkhoff, of New Orleans, La., have been experimenting in Galveston with a process of refining sugar with artesian water, and if results are satisfactory a stock company will probably be organized to erect a sugar refinery.

Galveston.—The Galveston Fruit Importing & Trading Co. is the name of the \$250,000 stock company lately mentioned. It is organized for the importation of fruits and will not manufacture.

Granbury—Ice Factory.—An ice factory is reported as being erected.

Henrietta—Brick Works.—Squires & Roach, lately mentioned as starting a brick-yard, will purchase machinery for extensive brick works about September 1.*

Henrietta—Electric-light Plant and Ginny.—Fay & Brown will erect the electric light plant previously mentioned; also a cotton ginny.

Houston—Iron Works.—G. M. Dilly contemplates establishing another malleable iron works plant in Houston.

Kerrville—Artesian Well.—An artesian well is being sunk near Kerrville.

Laredo-Cotton Mill and Gin.—The Laredo Cotton Gin & Milling Co. will, it is stated, put in new machinery.

Marble Falls-Stone Quarry.—A company has been formed by Hippenheimer & Son, of New York; A. L. Jaquo, of Portland, Ind., and John Roper, of Marble Falls, to develop the lithograph stone quarry lately mentioned.

Marble Falls-Lead Mine.—A company is developing the lead mine near Marble Falls, lately referred to.

Rockport-Refrigerator.—McKay & McClelland have, it is stated, purchased site, and will erect the cold storage and refrigerating plant lately mentioned.

Sherman-Engine Works and Foundry.—It is stated that arrangements have been completed for the removal to Sherman of the plant of the Duvall Engine & Foundry Co., of Zanesville, O., recently mentioned.

Sulphur Springs-Oil Refinery.—The Sulphur Springs Oil Mill Co. will, it is reported, erect the oil refinery lately mentioned, and add machine repair shop, at a total cost of about \$50,000.

Sulphur Springs-Water Works.—A Kansas party will, it is stated, submit a proposition for the construction of the water works lately mentioned. The mayor can give information.

Sunset-Land.—The Chlorine Mineral Water Co. has been organized with W. F. Thomason, president; J. C. Chenoweth, vice-president, and J. F. Long, secretary, purchased 600 acres of land near Sunset and will improve same. The capital stock is \$250,000.

Tyler-Furniture Factory.—G. W. Norwood and R. F. Swann will, it is reported, establish the furniture factory recently mentioned.

Tyler-Underwear, &c., Factory.—A company is investigating with a view to establishing an underwear, jeans pants, &c. factory.

Velasco-Land.—Currie & Herford, of Dallas, have, it is reported, purchased 12,000 acres of land near Velasco.

Waxahachie-Water Works.—The Waxahachie Water Co., mentioned in last issue as securing franchise to build water works, has been incorporated with T. R. Anderson, president, and O. Goodwin, secretary.

Weatherford-Creamery.—A creamery will probably be established.

VIRGINIA.

Alexandria-Panel Factory.—The Metal Clad Building Co. has been incorporated to manufacture patent metal panels for building purposes. E. J. Evans can give information. The capital stock is \$300,000.

Basic City-Gas and Water Works.—The construction of gas and water works is contemplated. The Basic City Mining, Manufacturing & Land Co. can give information.

Big Stone Gap.—The West End Land Co. has been organized with E. P. Bryan, of Frankfort, Ky., president, and J. T. Shields, Jr., of Knoxville, Tenn., secretary.

Buena Vista-Steel Plant.—It is stated that arrangements have been completed for the erection of the basic steel plant previously referred to. The Buena Vista Co. can give information.

Cambria (P. O. Bangs)—New Town, etc.—The West Salem Land Co., of Salem, recently mentioned (under Ronald) as purchasing 353 acres of land, has capitalized the property at \$20,000, and intends expending \$50,000 for improvements and to secure the establishment of new industries.

Carnegie City-Furniture Factory.—A \$100,000 stock company will, it is reported, be organized to erect a furniture factory. The Pittsburgh Development Co. can give information.

Carnegie City-Saw and Planing Mill.—A saw and planing mill has, it is stated, been erected.

Carnegie City-Carriage Factory.—A carriage and wagon factory will probably be started. The Pittsburgh Development Co. can furnish information.

Carnegie City-Limestone Quarries.—Baltimore parties will probably develop limestone quarries.

Carnegie City-Iron and Chain Works.—The Pittsburgh Development Co. reports that the Carnegie City Iron & Chain Works will be established.

Carnegie City-Tool Works.—The Keystone Tool Co. contemplates, it is stated, the erection of tool works. George B. McLane can give particulars.

Carnegie City-Saw Mill.—A saw mill has been erected.

Clifton Forge-Machine Shops.—Work has been commenced on the machine shops of the Chesapeake & Ohio Railroad Co. (office, Richmond) as stated in last issue. The estimated cost is \$500,000.

Clifton Forge-Woolen Mills.—The Greenbrier Valley Woolen Mills, of Patton, W. Va., will, it is reported, remove its woolen mill to Clifton Forge.

Danville-Tobacco Factory.—G. S. Schwartz & Co. have rebuilt their tobacco factory recently damaged by a tornado.

Franklin-Canning Factory.—Efforts are being made to organize a \$5,000 stock company to erect the canning factory lately mentioned. J. P. Gay can give information.

Front Royal.—The Front Royal & Riverton Improvement Co., recently reported as chartered, has placed its capital stock of \$500,000.

Glasgow-Bridge.—The purchasers of the Matthews property recently referred to and the Rockbridge Co. contemplate, it is stated, building a joint bridge over North river, connecting Glasgow and East Glasgow.

Glasgow.—The Glasgow Co. has been incorporated with William A. Glasgow, of Lexington, president; Trezewan Williams, of Knoxville, Tenn., secretary; Hon. Fitzhugh Lee, W. A. Anderson, M. M. Martin and others, directors. The company is privileged to develop mines, operate furnaces, mills, quarries, etc. The authorized capital stock is \$500,000.

Graham-Steel Plant.—Efforts are being made to secure the building of a steel plant. The Graham Land & Improvement Co. can give information.

Harrisonburg-Canning Factory.—The Harrisonburg Canning & Packing Co. has been organized with J. P. Houck, president; R. R. Douthat, vice president; C. A. Sprinkel, secretary and treasurer, to erect a canning factory.

Harrisonburg-Pottery.—A site has been secured and the pottery of William W. Sherrett, of Trenton, N. J., referred to in last issue, will be moved to Harrisonburg. A three-story building 36x70 feet and a two-story building 32x60 feet will be erected for the plant.

Lynchburg-Iron Furnace.—E. Burd Grubb, owner of the Lynchburg Iron Furnace, lately reported as blown out for repairs, intends putting in a new battery of boilers, erect new iron incline and stock house and make general repairs.

Lynchburg-Woolen Mill.—The West Lynchburg Land Co. is negotiating, it is stated, for the removal of a woolen mill to Lynchburg.

Petersburg-Artesian Well.—J. B. Worth & Co., previously mentioned, are sinking another artesian well.

Pocahontas-Mineral Land.—F. P. Cummings is endeavoring to organize a stock company to purchase 2,700 acres of mineral land on the Ohio extension of the Norfolk & Western Railroad, now under construction.

Pulaski City-Electric-light and Water Works. The city will shortly advertise for bids to construct the water works previously mentioned and erect an electric-light plant. The mayor can give particulars.

Pulaski City-Land.—The officers of the Midvale Land Co., previously reported as optioning land, are W. F. Nicholson, president; H. D. Guy, vice president, and Charles Jacobson, secretary.

Pulaski City-Flour Mill.—The erection of a 50-barrel flour mill is contemplated.

Richmond-Park.—The Highland Park Co. has been incorporated with N. V. Randolph, president; B. F. Johnson, vice-president, and Frank Mosely, secretary, to build a park near Richmond. The capital stock is \$25,000.

Roanoke-Crushing Plant.—The Roanoke Paving Co., R. L. Garner, president, contemplates erecting machinery for crushing stone or slag.

Roanoke-Cider and Vinegar Factory, etc.—A. A. Mousch contemplates starting a cider and vinegar factory; also manufacture staves, barrels, mops, brushes, brooms, tubs and buckets, the capital stock to be \$50,000.

Roanoke-Factory.—The Americanite Manufacturing Co., of Washington, D. C., contemplates locating a factory at some point in Virginia to manufacture its patent explosive, and is investigating Roanoke.

Roanoke.—The Fidelity Investment Co. has been organized with M. C. Thomas, president; R. H. Woodrum, vice president, and C. Markley, secretary, to deal in real estate.

Roanoke-Sewer-pipe.—W. M. Dunlap, city engineer, will receive bids until July 7 for laying sewer-pipe.

Roanoke-Bridge and Iron Works.—The American Bridge & Iron Co. is reported as enlarging its foundry and to put in \$20,000 worth of new machinery.

Roanoke-Zinc Mines.—A \$120,000 stock company will be organized to develop zinc mines. Rush U. Derr can give particulars.

Salem-Planing Mill.—N. Hockman is erecting an addition 12x60 feet to his builders' material factory.

Salem-Portable House Factory.—Sidney Hall & Co. contemplate establishing a portable house factory.

Shenandoah-Furnace and Rolling Mill.—The Shenandoah Furnace Co. will build a rolling mill to have a capacity of 600 tons per month and is having plans prepared. It also intends erecting another iron furnace.

Staunton-Abattoir.—It is proposed to charter a \$500,000 stock company to establish a large abattoir. O. K. Lapham is one of the promoters.

St. Paul-Iron Furnace.—It is rumored that an iron furnace will be built.

Strasburgh-Pottery.—A \$40,000 stock company has been organized with Josiah Stickley, president and general manager, to manufacture all kinds of earthen and stoneware, drain tiles, etc.*

Strasburgh.—A land company has been organized. Josiah Stickley can give particulars.

Suffolk-Planing Mill.—H. W. Bradshaw will, it is stated, rebuild his planing mill mentioned in last issue as burned.

Suffolk-Peanut-cleaning Factory.—The Farmers' Alliance have awarded contract to J. A. Fulmer, of Smithfield, to erect the peanut-cleaning factory lately mentioned.

Waynesboro-Woolen Mill.—A Northern party is investigating with a view to establishing a woolen mill. J. F. Templeton can give information.

Winchester.—The Equity Improvement Co., previously mentioned as organized, has placed its capital stock of \$1,000,000 and elected John Handley, of Scranton, Pa., president, and C. L. Crum, secretary.

Wytheville-Woolen Mill.—A L. Porter, W. L. Yost, J. H. Crockett and others are organizing the Wytheville Woolen Mills Co. to establish the woolen mill previously mentioned.

Wytheville-Land.—Wingate & Hanckle, of Roanoke, will lay off in lots the 700 acres of land at Kent's Mill, previously referred to.

Wytheville-Cotton Mill.—Baltimore parties are maturing plans for the erection of a \$150,000 cotton mill on the Hedgefield property lately mentioned as purchased by a company from that city. W. L. Yost can give information.

WEST VIRGINIA.

Belington-Oil Wells.—A stock company has been organized, to sink an oil well, by J. E. Hall, A. G. Dayton, C. F. Teter and others.

Belmont-Oil Well.—W. N. Chancellor F. M. Durbin, E. E. Schirmer and others of Parkersburg have organized a stock company to sink an oil well in the Belmont field.

Belmont-Oil Well.—G. W. Brown, J. W. Vanderwort, J. W. Porter and others have incorporated at Parkersburg the Brown & Mallory Oil & Gas Co. to sink an oil well at Belmont. The capital stock is \$6,000.

Belmont-Oil Wells.—The Two Brothers Oil Co., of Wheeling, previously mentioned, will, it is reported, sink four more oil wells.

Buckhannon-Oil Wells.—It is reported that a stock company is being organized to sink oil wells at Buckhannon Junction.

Ceredo-Powder Factory.—It is stated that a New York company will establish a \$200,000 powder factory on Krouts creek.

Charleston-Laundry.—The Capitol Steam Laundry is erecting a plant to cost \$7,000.

Charlestown-Shoe Factory.—It is reported that a stock company has made a proposition to locate a shoe factory in Charlestown. The Charlestown Mining, Manufacturing & Improvement Co. can give information.

Charlestown-Furniture Factory, Hosiery Mill, etc.—A furniture factory, hosiery mill, a shirt factory and a \$50,000 implement factory are projected. The Charlestown Mining, Manufacturing & Improvement Co. can give information.

Elkins-Gas and Water Works, etc.—The Ohio Valley Improvement Co. has been incorporated by H. G. Davis, S. B. Elkins and others, with the privilege of building water works, gas works, bridges, &c. The capital stock is \$20,000.

Elkins-Iron Furnace.—The Elkins Land & Improvement Co. has been chartered, and it is stated, is arranging for the building of an iron furnace.

Elkins-Tannic Acid Factory.—J. E. McCarty, M. M. Smith, J. H. Font and others have incorporated the McCarty-Smith-Font Co. to erect the tannic acid factory previously mentioned.

Grafton-Land, etc.—L. Z. Condon, of Baltimore, Md., has, it is stated, purchased the property of the Randolph Boom & Lumber Co. for \$190,100, including 36,230 acres of land in Randolph, Pendleton and Tucker counties.

Huntington-Car Works.—It is reported that the Ensign Manufacturing Co. will erect a new foundry 70x70 feet at its car works.

Parkersburg-Water Works.—The city will probably put in new boilers at the pumping station. The mayor can give information.

Rock Cave-Saw Mill.—M. D. Mearns will rebuild his saw mill lately reported as damaged by a boiler explosion.*

Rush Run-Brick Works.—David Rankin, of Bellaire, Ohio, has, it is reported, purchased the Rush Run Fire-brick Works and will operate.

Wheeling-Machine Shops, etc.—The Wheeling Bridge & Terminal Railway Co. will build machine shops and roundhouse, as stated in last issue, but not at present.

BURNED.

Camden, Ala.—The mill of John McLeod at Black's Bend.

Duckport, La.—The cotton ginnery of Mrs. Utz; loss about \$8,000.

Newport, Ky.—The bottling works of the George Weideman Brewing Co.

Pigeon Run, Va.—The saw mill of Clay & Brodie.

Selma, Ala.—The pickery room of the Matthews Cotton Mills Co.; reported loss about \$15,000.

Building Notes.

Arkansas City, Ark.—Hotel.—The Kentucky & Arkansas Land & Industrial Co. will, it is reported, let contract shortly for the erection of a hotel.

Asheville, N. C.—The Asheville Loan, Construction & Improvement Co., mentioned elsewhere in this issue, has, it is reported, purchased 1,000 acres of land, and will erect a passenger depot and a hotel to cost \$250,000.

Asheville, N. C.—Hotel.—H. C. Hunt writes that John H. Inman and others will at once erect the hotel previously mentioned.

Athens, Tenn.—S. W. Marshall & Co. are reported to have received contract for the erection of a three-story brick building.

Atlanta, Ga.—The Constitution Publishing Co. will erect an additional story to its building.

Basic City, Va.—A. C. Braxton will it is reported, erect 10 dwellings to cost \$20,000.

Birmingham Ala.—J. H. Windrim, Washington D. C., will receive bids until June 27th for furnishing and putting in place the iron floor, ceiling and roof construction, iron columns with terra-cotta covering, brick and terra-cotta floor and ceiling arches, skylights, construction iron-work of stairs, wood sheathing, terra-cotta tiles, slate and copper work of roofs, down-pipes, &c., for the United States court house building.

Cambria (P. O. Bangs), Va.—Hotel.—It is probable that a hotel will be erected. The West Salem Land Co., of Salem, can give information.

Cardiff, Tenn.—Architect Bosworth is preparing plans for a building to be erected by the Commercial Club.

Cardiff, Tenn.—W. B. Swatts, of Providence, R. I., has contracted for the erection of a two-story brick block 50x75 feet.

Cardiff, Tenn.—Contract has been let for the building to be erected by Carpenter & Roberts, of Paris, Ky.

Chattanooga, Tenn.—The Chattanooga Equitable Building Association has been incorporated by W. R. Wilson, F. M. Stafford, Frank Eastman and others.

Crystal Springs, Miss.—D. J. Bartlett has prepared plans for a schoolhouse to cost \$10,000.

Denison, Texas.—Plans are completed and bids invited for the new City Bank building, 50x120 feet, previously mentioned. Address W. B. Munson.

Denison, Texas.—W. B. Munson and others invite bids for the erection of a four-story store building, 50x100 feet, to be built of brick and stone.

Denison, Texas.—Contract has been let for the erection of the Commercial College building previously mentioned, to be 50x120 feet and four stories high.

East Point, Ga.—The company composed of B. M. Blount and others, previously reported as to build a town near East Point, has projected, it is stated, the erection of school buildings and several churches.

Fort Worth, Texas.—It is stated that R. L. Carlock will build a \$10,000 residence.

Fort Worth, Texas.—Wallace & Hendricks will, it is reported, build a residence to cost \$12,000.

Fort Worth, Texas.—Hotel.—The citizens are raising a bonus of \$100,000 to subsidize the erection of the \$500,000 hotel mentioned last week.

Frankfort, Ky.—Sealed proposals will be received until June 23 by the commissioners of the sinking fund for the enlargement of the State penitentiary, previously reported.

Greenville, Miss.—The Stowers Piano & Furniture Co. contemplates, it is stated, the erection of a building.

Greenville, S. C.—James R. Lawrence, of Wilmington, N. C., is the lowest bidder for the erection of the U. S. public buildings. His bid was \$75,430.

Harriman, Tenn.—The Harriman Building & Loan Association has been organized with a capital stock of \$500,000.

Henderson, Ky.—Hotel.—C. F. & L. P. Kleider confirm the report, lately mentioned, that they will erect a hotel to cost \$40,000.*

Hutto, Texas.—Hotel.—The Hutto Improvement Co. is erecting a hotel.

Jacksonville, Fla.—The Farmers' Alliance will, it is stated, erect a cotton warehouse with a capacity of 10,000 bales.

Manchester, Va.—Hotel.—It is rumored that a hotel may be erected. J. D. Patch can possibly give information.

Middlesborough, Ky.—Among those buildings lately reported as to be rebuilt are: A three-

story brick building, 29x150 feet, to cost \$15,000, by O. W. Davis, Jr.; a building 25x100 feet by W. S. Emmal; a brick block by C. E. Vall; a three-story business house, 50x150 feet, by Mrs. A. A. Arthur; a block 75x150 feet by C. G. Smith; a two-story brick block by Dr. Bingham.

Morrilton, Ark.—Penn & Baker have, it is reported, secured contract for the erection of the Morrilton Seminary buildings lately referred to.

Myers, Fla.—James H. Bain will receive proposals until July 7 for the erection of a courthouse for Lee county to cost not less than \$9,000 or more than \$10,000.

Natchez, Miss.—Davis & Wright have contract for the erection of the building lately mentioned as to be erected by Phillip M. Easig.

Pascagoula, Miss.—Hotel.—It is rumored that a \$300,000 hotel will be erected.

Pine Bluff, Ark.—Fox Bros. have secured contract for the erection of a three-story brick business house, 33x114 feet, to be built by William I. Hilliard. The cost will be about \$11,000.

Roanoke, Va.—A business block to cost \$75,000 will, it is stated, be erected by Philadelphia (Pa.) parties.

Salem, Va.—Hotel.—N. Hockman confirms the late report that he has contract for erecting a hotel to cost \$55,000.

Seymour, Texas.—Hotel.—Pesser Bros. & Werze have secured contract for stone work, and Strais & Loany for wood work for hotel lately mentioned as to be built by the McLane Hotel Co. Their bids were \$17,000 and \$25,600, respectively.

Sheffield, Ala.—Site is said to have been selected and plans prepared for the erection of a club-house to cost \$12,500.

Spartanburg, S. C.—Bids will be received by the county commissioners for the erection of the courthouse previously mentioned. McDonald Bros., of Louisville, Ky., are the architects.

Stephenville, Texas.—Contracts are reported to have been let for the erection of an opera-house and bank building.

Sunset, Texas.—Hotel.—The Texas Chlorine Mineral Water Co. has been organized for the purpose, among others, of erecting the hotel lately mentioned; capital stock \$250,000. W. F. Thomason is president.

Texarkana, Ark.—J. H. Windrim, supervising architect, U. S. Treasury Department, Washington, D. C., will receive proposals until June 28 for the erection of the U. S. courthouse and post-office building.

Throckmorton, Texas.—A courthouse will be erected. C. E. Smith can give information.

Washington, D. C.—J. Walter Jewell will erect an office building 24x50 feet to cost \$12,000; Wm. Wall, a dwelling 22x70 feet to cost \$15,000; J. R. McGash, a dwelling 21x70 feet to cost \$8,000; A. M. Smith, a dwelling 25x58 feet to cost \$12,000; T. M. Gale, a cottage 30x45 feet to cost \$6,500; C. A. Barney, a residence 45x92 feet to cost \$75,000; James Robins, 2 dwellings 18x52 feet to cost \$12,000; J. R. Brooks, a dwelling 22x78 feet to cost \$12,000; L. M. Saunders, a dwelling 42x60 feet to cost \$15,000; D. A. Clifford, 6 dwellings 50x50 feet to cost \$16,000; L. M. Perkins, a brick dwelling to cost \$6,500.

Weston, W. Va.—Messrs. O'Blenness are said to have secured contract for the erection of the roundhouse to be built by the West Virginia & Pittsburgh Railway Co.

Winston, N. C.—Heath & Williamson will, it is reported, erect a building 25x100 feet.

Wytheville, Va.—Hotel.—Plans have been completed and work will commence at once on the hotel lately reported as to be erected by the Jackson Park Hotel Co.

Steam by Electricity.

[Special Cor. MANUFACTURERS' RECORD.]

CHATTANOOGA, TENN., June 14, 1890.

A wonderful invention that will be of great importance to the manufacturing world is being perfected in this city. It is a process for raising steam by electricity. Experiments which have been made on a small scale have been entirely successful and a plant is now being put up to develop the uses of the invention to an almost unlimited extent. The idea is to generate the electricity at a coal mine, or perhaps at a number of them, within a few miles of this city, and bring the electricity to this point by the usual method of wires. It requires but little figuring to comprehend the saving of money that can be accomplished by this method of generating steam. Of course, it removes all expense of transportation and handling of coal, and is free from all dust and dirt. Its application to the boiler is accomplished by simply turning a key, which can be done by a child.

DAYTON, TENN.

An Industrial City, Rapidly Going to the Front.

Rich in Resources—Backed by English Capital—Opportunities for Investors.

DAYTON, TENN., June 7, 1890.

Dayton, Tenn., along with other young cities in the mineral section of the South, is making great strides towards a large and influential growth, and is one among the well established prospective manufacturing centers in this progressive and wealthy mineral district. Dayton is the county seat of Rhea county, situated on the Cincinnati Southern Division of the Queen & Crescent Railway system, 297 miles south of Cincinnati, 38 miles north of Chattanooga, and but 3 miles from water transportation on the beautiful Tennessee river, with which it is connected by the Dayton Coal & Iron Co.'s standard-gauge road.

Dayton has a lovely location in a beautiful and fertile valley at the base of Walden's Ridge, a great, massive hill, containing magazines of mineral wealth now being developed, and as yet scarcely touched comparatively by the hand of man.

A half decade ago or less the present site of Dayton, nothing more than a vast expanse of rich valley land, was occupied by a few scattering log cabins, soon making way for substantial brick and stone edifices, industrial enterprises and a thrifty, progressive and contented population of 6,000 souls.

The rapid yet substantial change was brought about by the law of necessity, and not by the mere whim of the unreliable boomer and land speculator. In fact, such a thing as a "boom" or fictitious values on property is unknown in connection with the marvelous growth of this city. The new aspirant for city honors was brought into existence by wealthy English capitalists, associated under the name of the Dayton Coal & Iron Co., who chose this site, after a careful and studied investigation, as the most suitable and advantageous point for the building of an industrial city. Backed by millions of money as they are, their first move was to erect furnaces embodying the highest skill in construction. In due time two modern furnaces went into blast, having an annual capacity of 60,000 tons of high-grade pig iron, finding sale throughout the New England States, the West and South.

The annual production of coal on their properties is 220,000 tons; of coke, 95,000 tons, and of limestone, 40,000 tons.

Iron ore in several varieties is found near at hand, while coal noted for its splendid coking qualities is obtained from two openings in the mountain, and but a few minutes' walk from the furnaces.

Some eleven hundred operators are now in the employ of the company, all thrifty and contented, many owning their own homes. At this time there are a number of industrial plants in active operation, among which may be mentioned furnaces, brick works, flour mills, saw mills, pump works, machine shops, foundry, &c. A contract has been let for an electric-light plant, which will be placed at an early day. The manufacture of fire-brick is a growing industry in Dayton. Three brick works supply many of the fire-brick used in stoves and furnaces throughout the country, and the material for making these is found in the immediate vicinity of the works. A plant is also in operation for the manufacture of red pressed brick of a superior quality for building purposes. A new patent roller process flour mill of large capacity does a flourishing business. Machine shops, foundries and mills have the latest improved machinery, and at this

early day Dayton can well be termed the "Gem City."

As a field for profitable investment to those of large or small means residing in the North, Dayton offers very great inducements.

The company is willing to sell its choice properties for less than half of what is being paid for property in towns just started. The company is about to place city lots on the market for the first time, at fixed prices—which are low—thus insuring the investor a good advance.

At a recent meeting of the directors of the company it was determined to add several large industrial plants to those now in operation, thus almost doubling the present number of employes within twelve months' time.

The company—one of the strongest financially—is composed of the members of the firms of Sir Titus Salt & Co., Saltaire, England, and James Watson & Co., Glasgow, Scotland. Charles Stead, of Saltaire, is chairman of the board of directors. Mr. William J. Isaacson is managing director, with offices in Cincinnati, and Mr. George Jamme, general manager, Dayton, Tenn.

There can be no doubt that Dayton will go rapidly to the front. Her opportunities are golden, and the company means to offer liberal inducements to worthy industrial plants seeking a new field in which to locate. Those contemplating an investment or a residence in the South will find much to interest them in a study of the advantages possessed by Dayton. Her people are law-abiding and hospitable. Her climate is salubrious and equable. Here one finds an established, thriving city, free from booms.

A New Cotton Gin.

The simple invention of Eli Whitney, the Yankee school teacher, has stood the test of 97 years and made cotton the great crop of the South. Few inventions have lived so long as this without radical modifications. It has done faithful work, but, from an economic standpoint, has not satisfied the present age. Inventive genius has tried time and again to improve upon it, and now success is reported as attained, this time also by a Northern genius.

This new machine has just been tested and pronounced a success. It is a compact, simple machine. On top is a hopper which extends across the gin. In this is placed the cotton as it comes from the field. Underneath the hopper is a "picker" to separate it. The cotton is delivered from these rolls to a drum with ribs, running at a great velocity, which frees the cotton from dirt, sand and pieces of the leaf. The cotton then drops on to a set of steel rolls, one-half an inch in circumference, which have a play of about six inches. Above this is an "agitator," which turns the seeds around, and in a trice they are separated from the staple. The seed falls into one compartment and the pure white lint into another. The results are claimed as equal to the best hand work, and every fibre of the lint is saved. It works particularly well with Sea Island and long staple cotton, and what is particularly to its credit, leaves the seed so free from fibre that no second operation is necessary. If this new gin does the work its friends claim it will, it will be worth an immense amount of money to the South.

THERE is talk of a movement to connect Florence, Sheffield and Tusculumbia, Ala., by electric railway. Mr. E. J. Lawless, of Kansas City, Mo., one of the leading persons interested, writes us that no plans have yet been matured.

THE Savannah Construction Co., of Savannah, Ga., which is to build the South Bound Railroad, has decided to increase its capital stock to \$750,000.

MORRISTOWN, TENN.

Important Railroad Connections Secured.

[Special Cor. MANUFACTURERS' RECORD.]

MORRISTOWN, TENN., June 14, 1890.

The Morristown & Cumberland Gap Railway Co. completes to-day the location of its line between Morristown and Cumberland Gap and Middlesborough, and the work of construction will begin on the 24th inst. Mr. J. G. Martin, the president of the company, promises the utmost expedition in the construction of the line. The completion of a railroad over this route will be the fulfillment of Mr. Duffie's prophecy and a realization of the hopes that inspired the organization of the Charleston, Cumberland Gap & Cincinnati Railroad Co. nearly 40 years ago. Cincinnati will then be nearer to Charleston by rail than she is to Baltimore, and the distance between Chicago and Charleston will be less than between Chicago and New York.

With the completion of this road, Morristown will occupy a position of exceptional advantage as to railroad facilities, having, as it then will, direct railway communication North, South, East and West. The Tennessee river washes the base of the plateau on which it is situated. Iron ores in the greatest abundance and of exceptional purity abound in its immediate vicinity, reaching to within half a mile of the center of the town. Vast bodies of Manganese ore, yielding 65 per cent. of manganese ore in sight of the town, while the celebrated marbles of East Tennessee underlie and spread all around it. The lowest part of the town is 1,284 feet above sea level, while the hills and mountain slopes around it rise to an altitude of over 1,900 feet. These elevations are not precipitous but rise gradually, affording elegant building sites and views of surpassing beauty, and at the same time giving a perfect drainage. The healthfulness of the town is proverbial. The great altitude of the town and the mountainous character of its surroundings, temper the summer heats and bless it with cooling breezes during the heated term, and in winter the mountain barriers serve as a protection from the boreal blasts that sweep down from the North. Hence it is a singular fact, that the summers here are much cooler than they are further North, while the winters are very much milder. Many Northern families residing here now will testify to the truth of this statement.

Since the building of the railroad to Middlesborough has been assured, a good many shrewd business men from the North have purchased lands in or adjacent to the town—parties from New Hampshire, Massachusetts, Illinois, Michigan and Dakota have made investments here. It has all been quietly done, and there has been no publicity given to it. Ground will be broke next week for water works. This question of water is one that should interest parties proposing a change of location. Morristown's water supply is to be taken from one or more springs, as its necessities require, which flow out from the base of the mountain, and which, collectively, will furnish absolutely pure water for 100,000 people.

K.

GEORGE L. MORRIS, T. T. Tillman and others are reported as to build two iron furnaces at Birmingham, Ala. Mr. Morris, in connection with Messrs. J. M. Crowder, J. C. Kyle and others, was reported in the early part of December, 1889, as to organize a company to build a 100 ton iron furnace, develop minerals, etc., but denied the correctness of the statement at that time in a letter to the MANUFACTURERS' RECORD.

Cardiff Notes.

CARDIFF, TENN., June 14, 1890,

Three months ago the grading operations were begun in Cardiff, where there were but open fields, rough and uneven; to-day one sees long streets and broad avenues all laid out with mathematical precision. In these three months over 50,000 cubic yards of dirt have been moved. The work was begun with but four teams, and there were many delays. After the first month an average of fifty teams a day have been employed.

The new depot at Cardiff is completed. It is a model of railroad architecture, and is the finest and best-appointed station between Cincinnati and Chattanooga.

The building budget of the week reveals the following: Boiler-house at electric-light station finished; foundation of S. F. Robinson's brick block in; J. W. Ouzts' block of stores on Massachusetts avenue under cover; contract for two-story brick block to be built by Carpenter & Roberts, of Paris, Ky., on Massachusetts avenue, made; W. B. Swarts, of Providence, R. I., has closed a contract for the erection of a two-story brick block 50x75 feet—the street floor will be divided into stores, the upper part into offices; a large number of residences going up, among them the homes of W. P. Rice and M. M. Duncan. All rents and business privileges are eagerly taken at handsome rental as soon as completed.

The organization of the Cardiff Athletic Association has been completed with the selection of M. M. Duncan, president; F. A. Walker, secretary and treasurer. On the suggestion of H. C. Young, swimming baths will be at once built on Caney creek above the city. The Cardiff Coal & Iron Co. heartily co-operates with the association in its undertakings.

Architect Bosworth is now at work on the plans for the building of the Commercial Club.

THE Georgia railroad commission has cited Mr. John H. Inman, president of the Richmond & West Point Terminal Railway & Warehouse Co., and the president of allied roads, to appear before that body at Atlanta, on June 24, and show cause why the Richmond & Danville, Georgia Pacific, East Tennessee, Virginia & Georgia and Central of Georgia should not be governed by Rule 1 of the Interstate commerce law. This rule says, in regard to the transportation of freight, that "all connecting railroads which are under the management and control by lease, ownership, or otherwise, of one and the same company shall, for purposes of transportation, be considered as constituting but one and the same road, and the rates shall be computed as upon parts of one and the same road." These roads are all separate and apart, each with its own organization, and there is really as much rivalry between them as though there were not a common ownership of a controlling interest in each, as happens to be the case. If they are to be compelled to operate as one road, with the consequent reduction of revenue to each, what becomes of the rights of the minority stockholders in each road?

THE Cincinnati Commercial Gazette published an interview with Col. Calvin S. Brice, one of the leading men in the East Tennessee and Richmond Terminal companies. Mr. Brice said that with the acquirement of the Cincinnati Southern Railroad the East Tennessee will operate its road as a great North and South line instead of an East and West system as heretofore, and asserted that the Richmond Terminal will consolidate the Louisville Southern Railroad with the rest of its properties. It will thus be seen that the Terminal people have by no means stopped enlarging their system, and are endeavoring to extend their lines over as large a portion of the country as possible.

Literary Notes.

A VISIT, illustrated; showing the results of well-directed effort. This book is a very interesting description of the extensive plant of the Sherwin-Williams Co.'s paint and color manufactory at Cleveland, Ohio. It is certainly a work of art. The letter press work is beautiful, and the illustrations, which are numerous, mainly of the finest photo-engraving work. The pictures alone tell a rarely complete and interesting story. We have seldom seen such good taste and fine artistic sense shown in any advertisement as the Sherwin-Williams Co. have put in this book. Very few of the finest books in the market equal it in effect.

DERIVATION OF PRACTICAL ELECTRICAL UNITS, with 12 illustrations, by Lieut. F. B. Badt and Prof. H. S. Carhart. Electrician Publishing Co., Chicago. Price, 75 cents.

This handy little cloth bound volume is mainly a carefully revised of articles published in the Western Electrician, and is put forth in order to satisfy the demand for copies of these articles. Biographies of eminent physicists, whose names are prominent in electrical matters, are given, together with portraits. Electricians and students of electricity will find this volume instructive.

TEXTILE MANUFACTURERS' DIRECTORY OF THE UNITED STATES AND CANADA. 20th edition. Published and for sale at 320 and 322 Broadway, New York, H. H. Babcock, manager. Price \$5.

This directory has long been an annual publication, and has now reached its 20th year. It comprises all woolen, cotton, silk, jute, flax and linen manufacturers, also dealers and brokers in raw materials, dry goods, commission merchants and jobbers, besides city offices and agencies of manufacturing companies, dyers, bleachers, finishers and print works of textile fabrics. Such a volume as this is an absolute necessity to almost every large business office. The work is exhaustive in its particular branch. It is always necessary to have for handy reference a list of manufacturers and dealers in certain lines. Not only do manufacturers and dealers themselves wish to know who their competitors are, but they desire to keep posted regarding kindred industries. In the South new factories in all these lines are fast springing up, and such a volume as this directory is a handy guide when seeking information. THE MANUFACTURERS' RECORD can speak from experience, and recommend this volume as worth much more than its price for its handiness for reference. Copies can be had upon sending five dollars to Mr. H. H. Babcock, at 320 and 322 Broadway, New York.

THE Chesapeake & Ohio has introduced an innovation which is particularly agreeable to travelers during the heated term. It is an electric fan, placed at the end of the dining-cars on their F. F. V. train in such a manner as to force a circulation of air through the car in the direction of the kitchen. This appliance not only cools the car, but prevents the kitchen odor from entering the dining-car. The F. F. V., being one of the few trains in this country lighted with electricity, is enabled to apply this novel feature—Cincinnati Commercial Gazette

THE bridge of the Fort Worth & Denver City Railway across the Trinity river at Fort Worth, Texas, has been completed, and that company now runs its trains into Fort Worth on its own line instead of that of the Texas & Pacific, as heretofore. The company will now handle its own freight, and it will no longer pass through the Texas & Pacific yards. The Fort Worth & Denver City Co. is gradually improving its facilities at Fort Worth, and will shortly commence work on its extensive shops, which were noticed some time ago.

MACHINERY WANTED.

If you desire to purchase machinery of any kind consult our advertising columns, and if you cannot find just what you wish, send us particulars as to the kind of machinery needed. We will make your wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. You will thus get all information desired as to prices, etc.

Artesian Well.—Ruge & Sons, Apalachicola, Fla., want prices for machinery for sinking an artesian well; also proposals for doing the work.

Automatic Sprinklers.—The Wilson Cotton Mills, Wilson, N. C., wants bids for furnishing automatic sprinklers.

Bagging Factory.—The Liddell Thompson Machinery Co., Montgomery, Ala., wants catalogues and prices on machinery for a cotton bagging factory.

Boats.—The Potomac Stone Co., 1419 New York avenue, Washington, D. C., wants stone boats 20x65x1½ feet.

Boiler and Engine.—The Milledgeville Electric Light Co., Milledgeville, Ga., wants prices at once on a 70 horse-power boiler and 60 horse-power automatic engine.

Boiler and Engine.—C. F. & L. P. Kleiderer, Henderson, Ky., will want a boiler and engine.

Boiler and Engine.—J. T. Wood, Reidville, S. C., will purchase a boiler and engine.

Boiler and Engine.—W. R. Bailey, Greer's Depot, S. C., will purchase a boiler and engine.

Boiler and Engine.—M. D. Mearns, Rock Cave, W. Va., wants a boiler and engine of 25 horse power.

Boilers and Engine.—John E. Donaldson, Donaldsonville, Ga., wants an engine 16x24 complete; also 4 boilers, 44 inches shell, 30 feet long, with two flues and steam feed.

Boilers, etc.—S. J. Johnson, P. O. Box J, Apalachicola, Fla., wants prices on Scotch boilers, etc., for steam launch.

Boilers, &c.—J. H. Windrim, supervising architect, Washington, D. C., will receive bids until June 24 for furnishing four horizontal tubular steam boilers, blow-off tank, receiving tank, feed water heater, piping, &c., for the Winder Building.

Brick and Tile Machine.—J. Stickley, Strasburgh, Va., wants brick and tile machine.

Brick Plant.—The Tazewell Land & Improvement Co., Cedar Bluff, Va., will probably purchase a first-class brick plant complete.

Brick Works.—Squires & Roach, Henrietta, Texas, will purchase machinery for extensive brick works about September 1.

Bridge.—J. A. Williams, Jr., Asheville, N. C., desires correspondence relative to the construction of an iron bridge for highway and electric cars.

Canning Factory.—G. A. Forsgard, Houston, Texas, wants prices on machinery for a fruit and vegetable canning factory to have a daily capacity of 12,000 cans; also desires to know the earliest date at which it can be completed ready for operation.

Canning Factory.—Thomas Whitaker, Trenton, N. C., wants prices on machinery for a canning factory; also information about the business.

Cars.—S. Ruffner, Walnut Ridge, Ark., wants cash prices on two cars for street railroad.

Cotton Mill.—The Liddell-Thompson Machinery Co., Montgomery, Ala., wants catalogues and prices on cotton mill machinery.

Cotton Mill.—R. L. & J. H. Holt, Jr., Burlington, N. C., have yet to contract for cotton mill machinery, including steam power.

Cotton-seed Oil Mill.—Machinery is to be purchased for the cotton-seed oil mill of the Ocmulgee Oil Mill & Fertilizer Co., capacity to be 20 tons daily. Address A. T. Fountain, Hawkinsville, Ga.

Cotton-seed Oil Mill.—M. L. Donaldson, Greenville, S. C., wants prices on complete outfit for a cotton-seed oil mill with capacity for 1,000 bushels of seed per day.

Crushing Machinery.—A. Armstrong, Marietta, Ga., wants prices on machinery for breaking marble and reducing to dust.

Dredging Machinery.—The Florida Orange, Canal & Transit Co., Tompkinsville, Fla., wants dredging machinery.

Electric-light Plant.—The Wilson Cotton Mills, Wilson, N. C., will receive bids for furnishing an incandescent electric-light plant.

Electric-light Plant.—C. F. & L. P. Kleiderer, Henderson, Ky., will want an electric-light plant.

Elevators.—C. F. & L. P. Kleiderer, Henderson, Ky., will want elevators for hotel.

Engine.—J. Stickley, Strasburgh, Va., wants a 30 horse-power stationary engine.

Fertilizer Factory.—M. L. Donaldson, Greenville, S. C., wants prices on machinery for a fertilizer factory.

Fertilizer Factory.—Machinery is to be purchased for the fertilizer factory of the Ocmulgee Oil Mill & Fertilizer Co. Address A. T. Fountain, Hawkinsville, Ga.

Ginnery.—J. T. Wood, Reidville, S. C., will purchase complete outfit for a 60 or 70-saw cotton ginnery.

Ginnery.—W. R. Bailey, Greer's Depot, S. C., will purchase complete outfit for a cotton ginnery of 60 or 70 saws, including press, etc.

Ice Machine.—Jesse W. Frayer, Lynch's Station, Va., wants the address of manufacturers of family ice machines.

Knitting Machinery.—J. M. Howard, New Bern, N. C., wants the address of manufacturers of knitting machinery.

Laundry.—C. F. & L. P. Kleiderer, Henderson, Ky., will want steam laundry outfit.

Lime Works.—P. H. Hanes & Co., Winston, N. C., want to correspond with manufacturers of machinery for making lime.

Machine Shop.—J. A. Wright & Bro., Rockingham, N. C., may want to equip a machine shop.

Oil Tanks.—The Falls City Refining Co., Louisville, Ky., desires to correspond with manufacturers of oil tanks.

Oil Well Machinery.—The Manhattan Oil Co., Lima, Ohio, will probably purchase oil well machinery and supplies.

Pail and Tub Factory.—H. Ruge & Sons, Apalachicola, Fla., wants machinery for manufacturing pails and tubs.

Pebble Mill.—E. L. Haynes, Oxford, N. Y., wants a pebble mill for powdering sugar of milk.

Pickling and Vinegar Works.—H. M. & C. M. Milam, Cartersville, Ga., want prices on machinery for pickling and vinegar works.

Planer and Saws.—Alsbrook & Scott, Higley, Fla., want a double surfacer, planer, railway cut-off saw and a resaw.

Planer.—The Hagerstown Mattress & Upholstering Co., Hagerstown, Md., wants a second-hand pony planer 18, 20 or 24 inches.

Planing Mill.—S. M. Alexander, Monroe, La., may want additional machinery for his new planing mill.

Planing Mill.—N. Hockman, Salem, Va., will purchase additional machinery for his planing mill.

Planing Mill.—The East Sherman Planing Mill Co., Sherman, Texas, wants complete outfit for planing mill.

Portable House Factory.—Sydney, Hall & Co., Salem, Va., wants prices and information on machinery for manufacturing portable houses.

Pottery.—Machinery will be wanted for a pottery at Strasburgh, Va. Address Josiah Stickley.

Rails.—S. Ruffner, Walnut Ridge, Ark., wants cash prices on 2½ miles of 20-lb. rails for street railroad.

Rails.—Nelson Tift, Albany, Ga., desires prices on 3,500 tons of 60-lb. steel rails.

Roofing.—R. J. Faris, Scottsville, Va., may want roofing.

Shafting, etc.—G. T. Bunting, St. Augustine, Fla., expects to buy 40 feet of 1½-16 inches shafting, with couplings and 5 hangers.

Steamboat Machinery.—The Florida Orange, Canal & Transit Co., Tompkinsville, Fla., want prices on outfit machinery for a steamboat.

Steam-heating Apparatus.—C. F. & L. P. Kleiderer, Henderson, Ky., will probably want steam-heating apparatus.

Steam-heating Apparatus.—W. H. H. Whiteford, Darlington, Md., will probably purchase steam-heating apparatus.

Steam Hoist.—The Coaldale Brick & Tile Co., Coaldale, Ala., wants prices on a steam hoist.

Steam Power Equipment.—The Austin Rapid Transit Co., Austin, Texas, will purchase steam-power equipment for electric station to operate 6 motors and 6 tram cars. Address M. M. Shipe, president.

Well-boring Outfit.—F. M. English, Harrold, Texas, will probably purchase a well-boring outfit to bore from 100 to 500 feet.

Woodworking Machinery.—G. T. Bunting, St. Augustine, Fla., expects to purchase a band saw with resaw adjustment, mortiser and light tenoning machines.

Woodworking Machinery.—S. J. Johnson, P. O. Box J, Apalachicola, Fla., wants prices on woodworking machinery.

Zinc.—The Tennessee Volta Eclipse Electric Co., Memphis, Tenn., wants the address of parties who can furnish rolled zinc cut to sizes and shapes desired.

THE Simon Lime Works, Gaffney City, S. C., wants prices on coal delivered in car-load lots.

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Ice Making, Cold Storage, Packing Houses, Breweries, &c.

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The Greatest Compliment

Which our competitors pay us to represent their products "just as good as BONNELL'S NUBIAN IRON ENAMELS." We compare with no one, we are *pari passu*, that means we make the best black varnish for iron in the United States; all grades from cheap agricultural dipping to the best bicycle enamel made. We are the standard on goods for Ice Machinery. Write us and get bottom prices.

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PROPOSALS.

SEALED PROPOSALS will be received at the office of the Supervising Architect, Treasury Department, Washington, D. C., until 2 o'clock P. M., on the 2d day of July, 1890, for all the labor and materials required to erect complete the buildings of the U. S. Marine Hospital at Evansville, Indiana (except heating apparatus), in accordance with the drawings and specification, copies of which may be had on application at this office or the office of the Superintendent. Each bid must be accompanied by a certified check for \$500. The Department will reject all bids received after the time fixed for opening the same; also bids which do not comply strictly with all the requirements of this invitation. Proposals must be sealed and endorsed "Proposal for U. S. Marine Hospital buildings at Evansville, Ind.," and addressed to JAS. H. WINDRIM, Supervising Architect June 4th, 1890.

SEALED PROPOSALS will be received at the office of the Supervising Architect, Treasury Department, Washington, D. C., until 2 o'clock P. M., on the 18th day of June, 1890, for all the labor and material required to fix in place complete the low pressure steam-heating apparatus, required for the United States Custom House and Postoffice building at Plattsburgh, New York, in accordance with the drawings and specification, copies of which may be had on application at this office or the office of the Superintendent. Each bid must be accompanied by a certified check for \$100. The Department will reject all bids received after the time fixed for opening the same; also, bids which do not comply strictly with all the requirements of this invitation. Bids must be enclosed in an envelope sealed and endorsed "Proposal for low pressure steam-heating apparatus for the U. S. Custom House and Postoffice building at Plattsburgh, New York," and addressed to JAS. H. WINDRIM, Supervising Architect June 4th, 1890.

SEALED PROPOSALS will be received at the office of the Supervising Architect, Treasury Department, Washington, D. C., until 2 o'clock P. M., on the 28th day of June, 1890, for all the labor and materials required in the erection and completion of the U. S. Courthouse and Postoffice building at Texarkana, Ark.-Tex. (heating apparatus and approaches not included), in accordance with the drawings and specification, copies of which may be had on application at this office or the office of the Superintendent. Each bid must be accompanied by a certified check for \$500. The Department will reject all bids received after the time fixed for opening the same, also bids which do not comply strictly with all the requirements of this invitation. Proposals must be sealed and endorsed "Proposal for the erection and completion (except heating apparatus and approaches) of the United States Courthouse and Postoffice building at Texarkana, Ark.-Tex.," and addressed to JAS. H. WINDRIM, Supervising Architect June 4th, 1890.

SEALED PROPOSALS will be received at the office of the Supervising Architect, Treasury Department, Washington, D. C., until 2 o'clock P. M., on the 27th day of June, 1890, for furnishing and putting in place complete the iron floor, ceiling and roof construction, iron columns with terra cotta covering, brick and terra cotta floor and ceiling arches, sky-lights, constructive iron work of stairs wood sheathing, terra cotta tiles, slate and copper work of roofs, down-pipes, &c., required for the United States Courthouse and Postoffice building at Birmingham, Alabama, in accordance with the drawings and specification, copies of which may be had on application at this office or the office of the Superintendent. Each bid must be accompanied by a certified check for \$100. The Department will reject all bids received after the time fixed for opening the same, also bids which do not comply strictly with all the requirements of this invitation. Proposals must be sealed and endorsed "Proposal for Iron Floor, Ceiling and Roof Construction, Iron Work of Stairs, &c., of the U. S. Courthouse and Postoffice building at Birmingham, Alabama," and addressed to JAS. H. WINDRIM, Supervising Architect June 7, 1890.

SEALED PROPOSALS will be received at the office of the Supervising Architect, Treasury Department, Washington, D. C., until 2 o'clock P. M., on the 21st day of June, 1890, for furnishing and delivering at freight depot in city where required, fire-proof safes, &c., required for the U. S. Government buildings at the following cities: Atlanta, Ga., Augusta, Me., Cleveland, O., Columbus, O., Concord, N. H., Des Moines, Ia., Jackson, Tenn., Knoxville, Tenn., Kansas City, Mo., Lincoln, Neb., Lexington, Ky., Minneapolis, Minn., Newark, N. J., New Haven, Conn., Oshkosh, Wis., Omaha, Neb., Reading, Pa., St. Paul, Minn., Shreveport, La., Toledo, O., and Utica, N. Y., in accordance with the specification, copies of which may be had on application at this office. Bids for one or all the safes required must be accompanied by a certified check for \$500. The Department will reject all bids received after the time fixed for opening the same; also, bids which do not comply strictly with all the requirements of this invitation. Proposals must be sealed and endorsed "Proposals for Safes for Government Buildings," and addressed to JAS. H. WINDRIM, Supervising Architect June 10th, 1890.

PROPOSALS FOR MAIL-BAG CORD-FASTENERS.

POST OFFICE DEPARTMENT, WASHINGTON, D. C., May 1, 1890.
SEPARATE SEALED PROPOSALS from patentees or their assignees will be received at this Department until noon on the twenty-ninth day of July, 1890, as follows:

Proposals for furnishing mail-bag cord-fasteners for use by the Post Office Department: Said proposals to state the amount of royalty, if any, charged for patent device, price at which patent device, if any, will be conveyed to the Government, and also price at which said mail-bag cord-fastener will be furnished complete, including royalty.

Proposals must be in accordance with the specifications and drawings of proposals, which will be furnished on application by letter to the Second Assistant Postmaster General.

The contracts which may be made will be in conformity to the specifications and the accepted proposals.

The right is reserved to reject any or all the proposals.

JOHN WANAMAKER,
Postmaster General.

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TRADE NOTES.

SOME time ago the Arnold Print Works, North Adams, Mass., fitted out their calico printing machines with the very best cone pulleys, belted in the ordinary way, that they could make. Since then they have put in a set of the Evans friction cones on one of their machines for the purpose of making a comparison and of determining the efficiency and economy of the Evans system. The trial proved so satisfactory and the superiority of the Evans cones was so thoroughly demonstrated that the company has decided to throw out all their old cones, and has given to the Evans Friction Cone Co., 85 Water street, Boston, an order for six sets of their friction cones to replace them.

THE rapid increase of electric wires in our streets has led to the necessity of protecting them. Many schemes have been put forth for doing this. The prospectus of such a company, the Interior Conduit & Insulation Co., 16 and 18 Broad street, New York, is at hand. This company was organized for the purpose of introducing as a new article of manufacture an insulated conduit or tube and auxiliary devices constituting a new and complete system of insulating and stalling electric conducting wires in buildings and mines, on railways and marine craft, in underground conduits, and in all other locations in which wires are employed for the purpose of distributing electricity. This company owns methods useful in protecting wires by means of a cheap insulating, waterproof and heat-resisting pipe or tube. A special conductor for safety in electrical distribution. Methods of distribution in electric wiring for securing economy and uniformity of candle power. Methods of treating porous or fibrous materials to render them water and fire-proof and to give them high insulating properties, and methods of securing freedom from moisture, gasses and other deleterious elements in underground conduits.

ONE of the coming great industries of the South, outside of the manufacture of iron, is that of manufacturing fertilizers. Not only is the world's chief supply of raw material at hand, but the home consumption is enormous and increasing immensely, and the export demand is correspondingly increasing. In the manufacture of this valuable commodity the question is as to the kind of machinery necessary for its manufacture. Such machinery is described in the catalogue of the new patent Griffin mill manufactured by the Bradley Fertilizer Co., 27 Kilby street, Boston, which is just at hand. This mill is particularly adapted to grinding ores, rock, quartz, phosphates, carbon, foundry facings, plumbago, cement, etc. It is not a new invention, but a standard one of firm reputation, which is of the latest pattern in design and construction. The American Cement Co., at Egypt, Pa.; the Waring Manufacturing Co., corner South and Lombard streets, Baltimore, and the Read Fertilizer Co., 88 Wall street, New York, speak of the Griffin mill in most flattering terms, and the Laurel Hill Chemical Works, Laurel Hill, L. I., write: "The pulverizer recently received is doing remarkably good work pulverizing Charleston rock. We lately pulverized 37 tons 400 pounds in 9 hours, and a fair sample of this product when tested with standard screens showed that 91.5 per cent. passed through 60 mesh and 84 per cent. through 80 mesh. We have already ground 300 tons, and a careful examination of the mill shows the screens to be as good as new, and the roll tire and ring faces have not worn enough to be noticed. We find by careful testing the finished product from the mill to be of the same degree of fineness from day to day, and this without any attention or effort to make it so. For a

given output the sum of the expenses, due to first cost, power, wear and labor, is shown in this new Griffin mill to be so far below that of any other mill on the market to-day that I shall expect it to create quite a revolution in grinding hard substances, not only in the dry, but in the wet way. It is certain to replace the stamp mill."

A FINE mill property is offered for sale in another column by R. L. Gant, C. E. Fuller and Wm. McFarland, trustees, at Morristown, Tenn. The property is the Merritt Milling Co., and includes about one acre of land, fine brick mill on it, and complete milling plant. It is roller process, of 200 barrels flour capacity and 300 bushels of cornmeal. Fine railroad facilities are at hand. Unless otherwise closed out, this fine property will be sold at auction July 9.

THE well-known firm of Wright & Wood, formerly of New Haven, Conn., but now located at Knoxville, Tenn., will plan and lay off the new town of the East Cumberland Gap Land Co., near Cumberland Gap, and is also surveying for the sewerage system of Knoxville. This firm is composed of J. C. Wright, C. E. and C. F. Wood, Jr., American Society of Civil Engineers; their specialty is sewerage, drainage, water supply and other municipal work, making surveys and furnishing estimates, specifications and superintendence.

LIGHT FOR EVENING HOURS is the title of an exceedingly interesting pamphlet issued by the Detroit (Mich.) Heating & Lighting Co., descriptive of the well-known Detroit combination gas machine. The pamphlet is beautifully printed and finely and profusely illustrated. The intention of the pamphlet is to show the variety of uses to which this gas machine can be put. Its scope is almost unlimited—from that of a small plant where only a few burners are used to lighting large halls, churches, hotels and factories. The gas can also be used to supply gas stoves for cooking and heating purposes. To every householder not living within reach of some gas company this pamphlet will be exceedingly interesting and instructive. Copies can be had upon application to the company.

THE Menasha Wood Split Pulley Co., of Menasha, Wis., had orders last week for their hickory pulleys from Gurney Refrigerator Co., Oshkosh, Wis.; Piedmont Pulp & Paper Co., Piedmont, W. Va.; Hicks-Brown Co., Piqua, Ohio; Berkshire Manufacturing Co., Frankford, Pa.; C. F. Miller, Mansfield, Ohio, and Harrison Townsend, Morristown, Pa.

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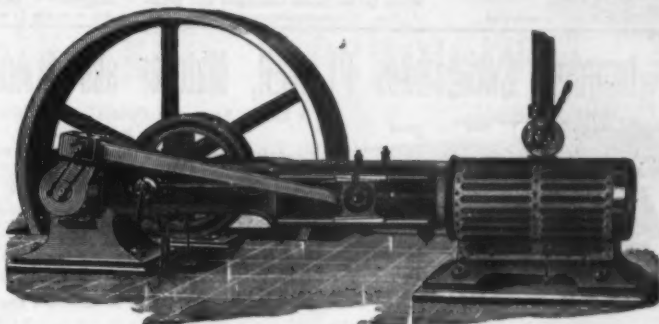
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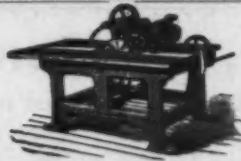
No. 34—Pacific Planer and Matcher.



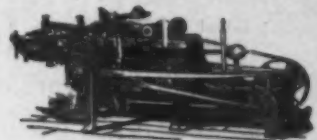
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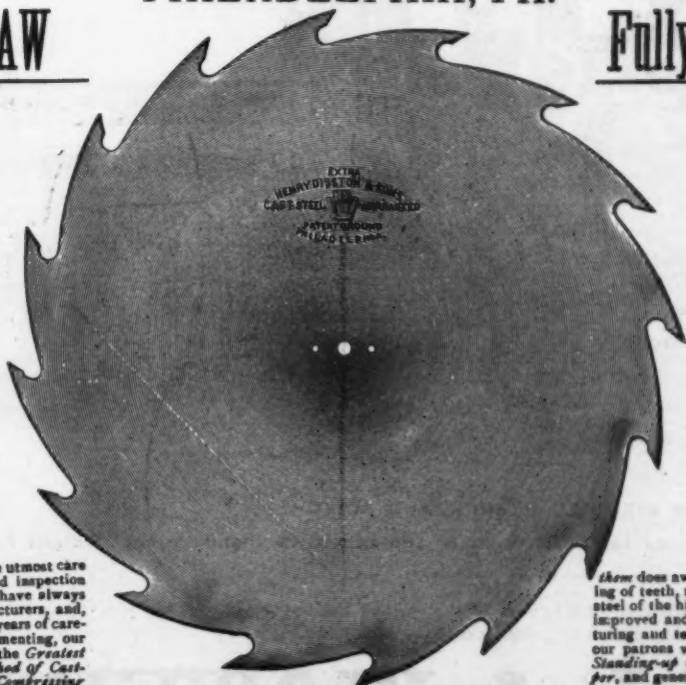
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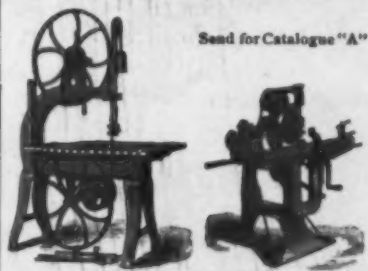
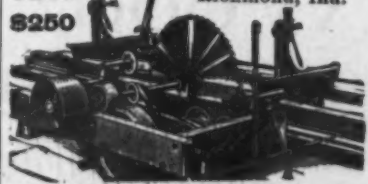
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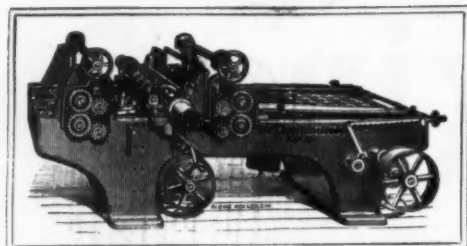
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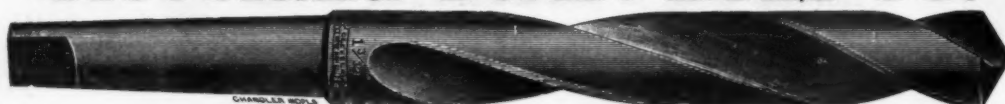
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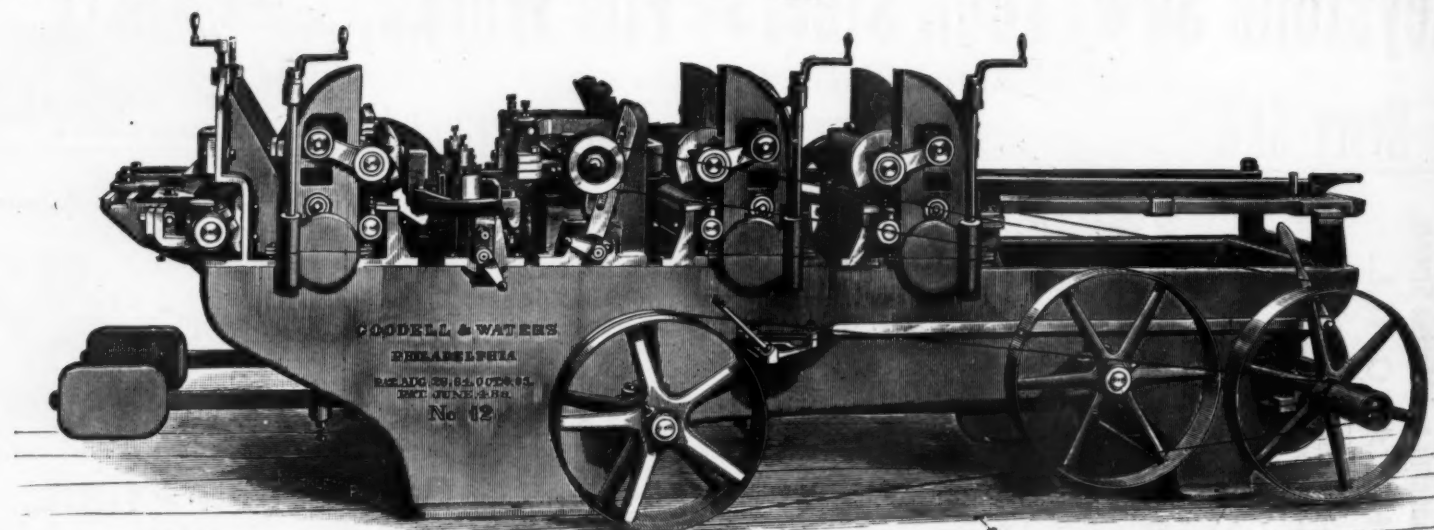
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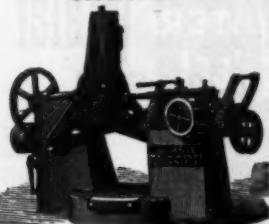
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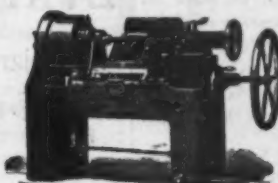
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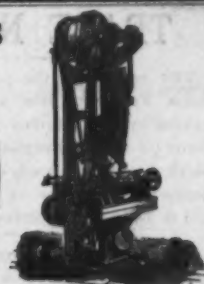
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CARRIAGE,
WAGON & SEAT SPRINGS

The CANTON SPRING CO.

MANUFACTURERS OF

High-Grade Vehicle Springs
OF EVERY VARIETY.

CANTON, O.

Catalogue on application.

For SOAP MAKERS and BUTCHERS' MACHINERY, ADDRESS H. Wm. Dopp & Son, Buffalo, N. Y.

TRADE NOTES.

THE comfort of the passengers on the Santa Fe Frisco line will be much increased by the luxurious Scarritt reclining chairs (of Scarritt Furniture Co., St. Louis,) which are to be used exclusively. The system of chair cars on the Santa Fe is said to be the most perfect in the country.

THE Scarritt Furniture Co., St. Louis, has taken large orders for its specialty, car chairs and seats, which are attaining a world-wide reputation. England, Australia, South America and Mexico are all among its customers, besides which it equips some of the largest railroad systems in the country. It reports progress in both its wholesale and retail departments.

THE Jeffrey Manufacturing Co., Columbus, O., report that they are busy in all of their departments, especially so in their chain, elevating and conveying machinery line. Their order books are full of orders, and the demand is constantly on the increase. They have recently made a large number of new chain-link patterns, which are shown in our new catalogue. Those who use chain will find it to their interest to send for copy.

RIEHLER BROS., proprietors of the Philadelphia Scale & Testing Machine Works, report the following list among recent orders: One 100,000-pound testing machine, Prof. Thurston, for Cornell University; 1 100,000-pound screw-power testing machine, Western University of Pennsylvania; 1 200,000-pound screw-power machine, Thomson-Houston Electric Co., Boston; wire tester, same; torsional testing machine, same; screw-power testing machine, Pittsburgh Forge & Iron Co., Pittsburgh; screw-power testing machine, University of West Virginia; cement tester, United States government; foundry tester, East Chicago Foundry; foundry tester, United States Rolling Stock Co., Chicago; horizontal testing machine, Gould Steam Forge Co., Buffalo; same to Standard Marble & Stone Co., Chattanooga; wagon scale, Passaic Rolling Mills, Paterson, N. J.; same, W. A. Fletcher & Co., New York; railroad scale, Colwell Iron Works, Cateret, N. J.; same, Pennsylvania, Poughkeepsie & Boston Railroad; 1 60-ton same, Glendon Iron Co., Easton, Pa.; steam rope twister, Vulcan Iron Works, Wilkesbarre, Pa.; same to Glamorgan Iron Co., Lynchburg, Va.; roble screw jack, Donaldson Iron Co., Emaus, Pa.; same to Salem Furnace Co., Salem, Va. In addition to the above, this firm have sold a large number of their beams, wagon scales, portable scales, trucks and other specialties, and report business and the outlook never better.

THE demand for electric mining machinery is rapidly increasing. Among the manufacturers of this sort of machinery is the Jeffrey Manufacturing Co., of Columbus, Ohio, who have just filled these orders: Shawnee & Iron Point Coal & Iron Co., Shawnee, Ohio, 2 machines; Ellsworth & Morris Coal Co., Jobo, Ohio, 3 machines; Sterling Mining Co., Cannelton, Pa., 2 machines; Monongah Coal & Coke Co., Fairmont, W. Va., 4 machines; Thurmond Coal Co., Thurmond, W. Va., 4 machines; Consumers' Coal Co., Camden, W. Va., 1 machine; Shawnee & Iron Point Coal & Iron Co., Shawnee, Ohio, 1 electric haulage car; Thurmond Coal Co., Thurmond, W. Va., 1 electric haulage car; Morgan Run Coal Manufacturing Co., Coshocton, Ohio, 1 machine; Consumers' Coal & Manufacturing Co., Camden, W. Va., second order, 1 machine; Ellsworth & Morris Coal Co., Jobo, Ohio, second order, 4 machines and 1 electric haulage car; Monongah Coal & Coke Co., Fairmont, W. Va., second order, 1 machine; Upson Coal Co., Shawnee, Ohio, 2 machines and 1 electric haulage car.

FRUIT
EVAPORATORS.

Particulars Free. Six Sizes.

Adapted for Factory Plants,
Farmers, Grocers, Fruit
Dealers, Storekeepers,
etc.EVERY DETAIL FURNISHED.
STATE CAPACITY WANTED.The Prices Range from
\$25, \$50, \$75, \$175, \$350 to \$1,000
and upwards.Order early. If any delays occur it will
be in our busy season. There is money in
the use of an evaporator. AddressAMERICAN MFG. CO.
Waynesboro, Pa., Box E.The COLLIAT
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Cupola Furnace.

Adapted to all Foundries,
The Most Economical,
The Lowest in Price.

MANUFACTURED EXCLUSIVELY BY

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DETROIT, MICH.

JAS. P. WITHEROW.

ENGINEER & CONTRACTOR,

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Plant Construction.

PITTSBURGH, U. S. A.

Blast Furnaces and Steel Works designed
and erected complete in every detail ready
for operation. Special attention given to
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Safety Water Tube Boilers.Owning an extensive manufacturing plant,
I can guarantee promptness in execution,
and satisfaction in any contracts under-
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The Balanced Gate Turbine.

CHRISTIANA MACHINE CO., Christiana, Pa.
Makers of all kinds of Machinery for Trans-
mitting Power. Perfect Goods Only.PAT. SEPT. 3, 1889.
High Percentage,
Great Simplicity,
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EASY WORKING GATE
Under all Circumstances.
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Pamphlet.Rome Foundry & Machine Works,
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Manufacturers of the well known

DAVIS DOUBLE TURBINE

Water Wheel

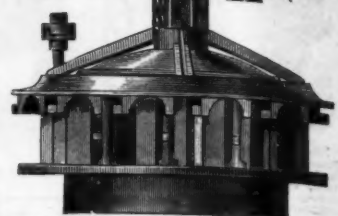
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one of the best
Wheels on the
market, and is
fully guaranteed.Send for Illustrated
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Portable & Stationary Engines
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Grist and Flouring Mill Machinery.

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PHILADELPHIA, PA.Blast Furnaces,
x Steel Plants,
Fire-Brick Stoves, x
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DON-WHITWELL-COWPER FIRE-BRICK HOT-
BLAST STOVE, and within four years have
introduced them as follows:

Jefferson Iron Works, Ohio.....	4
North Chicago Rolling Mill Co., Ill.....	3
Joliet Iron & Steel Co., Ill.....	4
Missouri Furnace Co., Mo.....	2
Jupiter Furnace Co., Mo.....	3
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Tenn. Coal, Iron & R. R. Co., Ala.....	18
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Total

SUCCESS
Water Wheel.This Wheel is strong and durable. Excelled
all other wheels in the great trial tests. Is in use
all over the nation. I also make a specialty of
HEAVY GEARING & MACHINERY

For Paper, Cotton and Grist Mills,

S. MORGAN SMITH, York, Pa.

THE IMPROVED LANCASTER
Turbine Wheel.Write for Descriptive
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from 5 to 110 horse power, both Vertical and Hor-
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Established 30 years. Perfect satisfaction guaran-
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THE DETACHABLE

EMPIRE SASH CORD FASTENER.
The simplest and best method of attaching Sash Cords
to Window Sashes ever invented, and a great saving in
time and patience in putting in or taking out Window
Sashes. Every window requires them that is hung with
weight.The sharp rib extending over the top of the fastener,
through the centre, is, by the weight of the sash, caused to
sink into the frame, and thus hold from moving. The
most useful invention for Window Sashes ever put on the
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and one-half cents per Sash; requires no nails or screws,
can be put in or taken out in less than one minute; pre-
vents the knot from fraying out and getting between the
sash and frame; does not split the sash like nails or screws;
prevents the cord from running back into the weight
pocket. Manufactured by the

EMPIRE PORTABLE FORGE CO., LANCASTER, PA.

HUGHES STEAM PUMP CO.
CLEVELAND, O.MANUFACTURERS OF
Single, Duplex and Compound Pumps
FOR ALL DUTIES.

WATER WORKS PUMPING ENGINE.

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A Gigantic Enterprise Inaugurated.

CAPITAL, - £1,000,000.

DEVELOPMENT FUND IN CASH, - - \$2,000,000.
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Richardson Building, Chattanooga.
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The Entire Executive Management

has been entrusted to HON. LOGAN H. ROOTS, of Little Rock, Ark., President; C. P. RICHARDSON, Chattanooga, Vice-President, and H. I. KIMBALL, late of Atlanta, Second Vice-President and Managing Director.

Real Estate, 64,000 Acres,

With a frontage of three miles on the navigable waters of the Tennessee River. 550,000,000 tons Red Fossiliferous and Brown Hematite Ores.

Six workable veins of Coking Coal, estimated at 800,000,000 tons, containing 74 per cent. of fixed carbon.

Hardwood Forests, said by experts to contain 817,950,000 feet of merchantable lumber.

Numerous Mill and Factory Sites, with an immense aggregate water-power.

Springs of Pure Freestone Water on the mountain side three to six hundred feet above the city, sufficient to supply a population of 100,000.

Climate mild, uniform and salubrious in the lovely Sequachee Valley, 740 feet above the sea level.

Transportation by the Tennessee River, by the Nashville, Chattanooga & St. Louis Railroad and, in the immediate future by the East Tennessee, Virginia & Georgia System.

Kimball Offers

Solid, practical inducements to manufacturers. First-class enterprises under good management will be guaranteed, one-half the cash required. Local taxes will be remitted for a term of years. Lowest freights and cheapest raw materials will be secured.

Auxiliary Companies

will be organized by the parent corporation for developing the wealth of the Sequachee Valley and for supplying the city with heat, light, water, power and transportation.

A Mammoth Industrial Building

will be erected by the Kimball Town Company, which will have power, light and heat, that will be supplied to manufacturers on the most liberal terms.

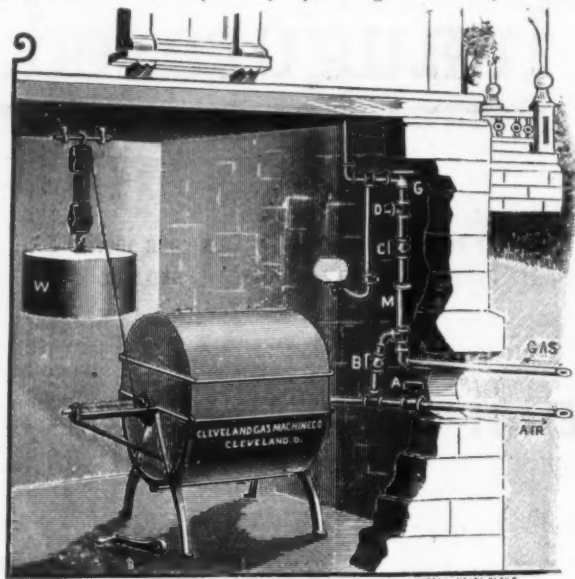
For Religion and Education.

At all sales of lots in Kimball by the corporation, ten per cent. of the gross proceeds will be set apart for religious and secular educational purposes, one-half to each. Every person buying one or more lots will be permitted at the time of purchase to state to what church or denomination in Kimball he prefers that five per cent. of his purchase money shall be appropriated. The other five per cent. will go into a fund for educational purposes, the first object being the establishment and maintenance of a scientific school.

Improved Automatic Gas Machine.

In this article attention is called to the improved automatic gas machine for generating from gasoline safe and economical gas for lighting private residences, factories and public buildings, and for heating gas stoves, annealing furnaces, soldering pots, etc. After experimenting for years this company believes it has perfected a machine which is superior in every respect.

The quality and utility of gasoline gas is too well known to require any explanation.



lighting of an entire house by one of these machines.

These gas machines are of two kinds; the first designed for lighting and furnishing only so much heat as is required for gas stoves, gas logs, etc., in private houses; the second being special machines constructed for more powerful work, designed for both lighting and heating. The cut shows two distinct and prominent parts of the apparatus, viz: the blower or air pump placed in the basement, furnishing the pressure for forcing the air into the generator, and the generator buried in the ground at any distance from the house

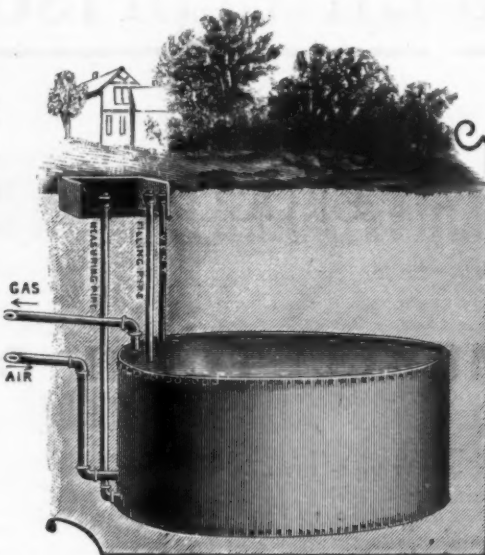
requirements. By a simple adjustment of the valve B brilliant illuminating gas of 18 candle-power may be obtained, or by the admission of more air the gas may be changed to burn with less brightness until an almost blue flame is the result. Naturally, the more air used the more economical the gas becomes.

To force the air through the packing of these generators requires a heavier pressure from the blower than in other machines, and to obviate any difficulty from this heavy pressure each machine has an automatic mercurial governor, which will reduce the pressure to any desired point, and

used in setting up a machine. Piping is not included.

The special machines are made for furnishing heat and light in factories and laundries, anywhere, in fact, where cheap gas can be economically used for heating and lighting. The principle used is much the same as in the other machines for lighting only. In place, however, of a water blower, a powerful steam or belt pump is used, and for a generator, two or more large tanks.

Further particulars regarding these machines can be had from the manufacturers, the Cleveland Gas Machine Co., 176 Central Way, Cleveland, Ohio.



IMPROVED AUTOMATIC GAS MACHINE.

tion. It is a fact that gas machines have grown in favor very rapidly of late, since their safety and economy for producing light and heat have been assured. It is by far the cheapest and most satisfactory way of lighting any buildings beyond the reach of coal gas, and on account of its cheapness it is being introduced into many buildings in preference to coal gas, especially where the gas can be utilized at the same time for heating and cooking, as with the gas stove and gas log in residences, or for soldering pots and other fires in shops and factories.

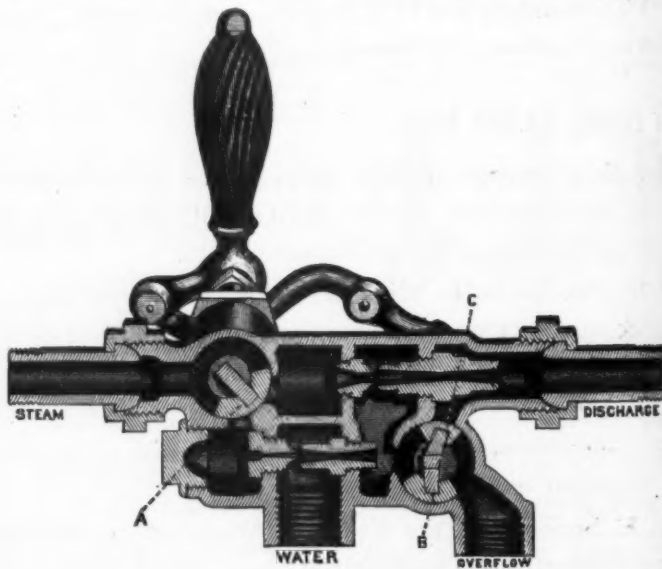
The question of the cost of producing gas by this improved machine is a very important one. By this system the company claim that they can manufacture the best quality of gas at far less expense than by any other machine. The two chief reasons for this claim are, the construction of the generators and atomizers is such as to present the greatest possible carbureting surface by means of a patent system of packing, thus producing more and better gas than other machines from the same quantity of gasoline; and they are enabled by an improved process to use, in all special machines for heating, a lower and cheaper grade of gasoline. By careful tests of these machines, it has been found that four and one-half gallons of gasoline will make about 1,000 cubic feet of gas; with gasoline at usual prices, these improved machines are claimed to generate and deliver the best quality of gasoline gas at a cost of from 50 to 75 cents per 1,000 cubic feet.

A very important feature of this machine is its simplicity of construction. The working of the machine is so simple that when once placed in position an ordinary servant or child can operate it. The blower or air pump which forces the air through the generator is run by weight, which requires winding once or twice a week. The generator, buried in the ground outside the building, will require filling only once in from six to eight months. A single kerosene lamp requires more skill, care and attention than the

from 10 to 35 feet, containing the gasoline from which the gas is made. The improved water blower, as shown, furnishes a steady supply of air under an even pressure. It is made of the best materials, all the working parts, including revolving drum, shaft, boxes and bearings being of brass, and is well finished throughout. The casing that holds the water is made of heavy galvanized iron, painted inside and out, and the top of the casing is removable, thus giving free access to the interior of the blower. The legs, spool, &c., are of cast iron, strong and nicely finished.

The blower is operated by the weight W, attached to the revolving drum with a steel rope, running over sheaves with anti-friction bearings. These sheaves are always positive in their action and need no oiling or attention. The weight generally used is a steel bucket filled with broken stone, sand or any heavy material. The blower is entirely automatic in its action, furnishing air to the generator only as required. It revolves slowly even when all the lights are burning, and moves more slowly as the lights are extinguished, stopping entirely when the last light is put out. The generator is a heavy galvanized iron or copper tank, and is divided into two parts. The first consists of a number of chambers, placed one over another, packed in such a manner with absorbent and porous material, and so arranged for compelling the air to travel the greatest possible distance in each chamber that it becomes thoroughly impregnated and completely saturated with the vapor of the gasoline. Thence it passes through the second section of the generator, the atomizer. It is by the process through which it passes that the gas, heavily charged with vapor from the gasoline, is completely dried and purified, and now flows into the main supply pipe a rich, dry and perfect illuminating gas. Before passing into the distributing pipes, however, the gas is passed through the mixer M and the governor G. By means of the mixer the richness of the gas may be altered to suit any

maintain it at that exact point under all conditions. This results in a great saving of gas, preventing all blowing and waste at the burners, and furnishes a much steadier and pleasanter light. Where gas stoves, gas logs, &c., are used with these machines, the connection for these is made at the T (D in figure) before the pressure is reduced at the governor. The strong pressure thus obtained is a great advantage, furnishing a much hotter and more economical blaze for heating and cooking. In this way a residence, store, factory or



THE KENNEDY INJECTOR.

other building is furnished with economic and perfect gas for all purposes.

A gas machine as shipped complete includes the following: 1 improved water blower; 1 patent generator; 100 feet steel rope; 2 anti-friction sheaves; 1 weight bucket, for machines to 100 light capacity; 1 patent mixer; 1 automatic governor. All valves, service cocks, elbows, unions, &c.,

be as represented. It is so constructed that all working parts can be removed when repairs are necessary, but owing to its simplicity and superior construction repairs are needed less frequently than with most injectors. These injectors are manufactured by the Forest City Brass Works, 100 to 110 Merwin street, and 40 to 44 Leonard street, Cleveland, Ohio.

THE Perfection stove-pipe—what can sound more seductive to a man who has kept house—is an interesting article advertised and illustrated elsewhere, and manufactured by the Detroit Elbow Co., Detroit, Mich., with a branch house and factory also at St. Louis. This is claimed to be the only nested pipe that is absolutely complete, perfect and ready for use without use of tools or rivets. By referring to the cuts in the advertisement it will be seen that the small lugs at each end of the pipe are strong and safe as rivets. In driving one joint hard into the other, the end cannot collapse or spread, thus insuring a perfect fit and avoiding the necessity of riveting the joints in long sections. When put together (which can be done instantly) the perfection pipe is complete, safe and durable, without the additional cost and trouble of hammering down or riveting.

BREM & Co., Charlotte, N. C., desire the address of contractors for moving brick houses.

The Kennedy Injector.

This injector illustrated herewith is warranted to lift water 25 feet, and will take it at 125 degrees Fahrenheit. The Kennedy injector is claimed to be the best boiler feeder on the market, because of its wide range of steam pressure, easily cleaned and repaired, simple in construction and operation, has only one handle and a simple movement starts or stops its operation instantly. It is sold at the lowest price consistent with the best of quality and construction. It is warranted in every case to

THE PLACE FOR FACTORIES.

THE ROANE IRON CO.

WILL BUILD UP A

LARGE MANUFACTURING CITY

AT

ROCKWOOD, TENN.

AND IS PREPARED TO OFFER SUBSTANTIAL INDUCEMENTS TO MANUFACTURERS.

— AS TO RESPONSIBILITY OF THIS COMPANY, PARTIES ARE REFERRED TO EITHER DUNN OR BRADSTREET. —

FOR PARTICULARS ADDRESS

ROANE IRON CO., Rockwood, Tenn

West Salem Land Co.

SALEM, VA.

Authorized Capital, \$500,000

OFFER STOCK IN

Series C, New Castle Series.

SHARES \$10

PAR VALUE.

ARE SOLD TO SUBSCRIBERS AT \$5.

Payable, One Dollar When Subscription is Made, and One Dollar Each June 1, July 1, August 1 and September 1; at which time Certificates of Stock will be issued, declared Fully Paid up and Non-assessable.

The town of New Castle (or Craig City) is the county seat of Craig county, Va., and lies midway between the Chesapeake & Ohio Railroad at Eagle Rock, and the Norfolk & Western at Salem, Va. A branch of the Chesapeake & Ohio Railroad is now being built to New Castle, which will be completed about Sept 1, 1890. This road will open up the richest mineral region of Virginia, and cause great development of resources and consequent enhancement of values.

The property belonging to this series will be divided into about 600 business and residence lots, and will be sold for the benefit of the stockholders. Applicants for stock in series C will please remit \$1 per share to the West Salem Land Company at Salem, Va.

GEORGE ALLEN, President.
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Lands bought and sold on commission.

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If you are not already a subscriber to the MANUFACTURERS' RECORD, send us \$4 and you will receive it regularly for one year, or six months for \$2.00.

Six Trunk Line Railroads at

BESSEMER

In the heart of Mineral Alabama, encircled with hills of Coal, Iron and Limestone Rock.

"The South is the coming El Dorado of American adventure. May the Almighty speed and guide her onward progress!" So wrote the Hon. W. D. Kelley, M. C., of Pennsylvania, a few months ago, and every day brings forth new evidence to prove the correctness of his prediction and to show that without a doubt the South is to be the richest country upon the globe. In climate, soil, mineral and timber wealth, in rivers large and small, in a long seacoast, in abundant rainfall, in healthfulness and in every other advantage that could be asked nature seems to have done her best for this favored land. The wealth in iron and coal is beyond estimate. Of timber there is an unlimited supply, including nearly every variety of hardwoods for woodworking purposes.

WHERE
MONEY
WILL
GROW!

Seven Furnaces, output 1890, 250,000 tons; Rolling Mill, 100 tons daily; Fire Brick Works, 25,000 daily; Many Lesser Industries

Offers Thirty Varieties of Hardwoods for Woodworking Industries.

11,000 City Lots For Sale.

The Bessemer Land & Improvement Co.

this new year, are prepared to deal liberally for the founding of Iron and Woodworking industries in this growing Mining and Manufacturing Center.

H. F. DeBARDELEBEN, Prest.

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INCORPORATED.

CATLETTSBURG, KY.

Has for sale valuable Timber, Coal and Iron Ore Lands in Kentucky, West Virginia and Virginia, —cheap— Write for descriptive list.

To Those Looking For MANUFACTURING SITES IN THE SOUTH.

The most desirable locations in the South for manufacturing wagons, stoves, agricultural implements, furniture, or for foundries, machine shops, rolling mills, muck bar mills, nail works, glass works, cotton or woolen mills, and tanneries, are to be found in Virginia along the line of the Norfolk & Western Railroad from Norfolk to Bristol, and upon its branch lines. Hard wood of every variety; pig iron from the furnaces at Lynchburg (2), Roanoke (2 in operation and 1 now under construction), Pulaski (1), Ivanhoe (1), Radford (1, to be built in 1890), Salem, Graham Max Meadows and Bristol (1 at each point now under construction), bar iron from the rolling mills at Roanoke, Lynchburg and Richlands (1 to be built in 1890); coke and semi-bituminous coal from the Pocahontas Flat Top field; superior gas coals from the mines on the Clinch Valley Extension; glass sand from Tazewell county; cotton from the markets of the Southern States, and wool from all the Western and Southwestern States and Territories at advantageous freight rates. Favorable freight rates made upon raw materials to all factories established upon its line, as well as to points in the United States and Territories upon the manufactured articles.

Those seeking new fields for manufacturing establishments should not fail to investigate the wonderful development of iron, coal and coke industries that has been made within the past five years along the line of the Norfolk & Western Railroad, and the advantages offered by the State of Virginia in the supply of cheap raw materials; by the Norfolk & Western Railroad in the matter of freight facilities and rates upon raw materials and for reaching home, far distant and foreign markets, and by the cities and towns along its line in the way of advantageous sites at moderate cost. Many of the cities and towns exempt manufacturing establishments from taxation for a series of years.

For further information as to freight rates and sources of supply of raw materials, apply to A. Pope, General Freight Agent, Roanoke, Va., or to

CHAS. G. EDDY,

Vice-President, Roanoke, Va.

RADFORD, VA.

Town Lots, Mineral, Timber and Farm Lands.

We have many large and small tracts.

Iron Ore, Coal, Glass, Sand, Marble, Building Stone, and Several Mineral Springs, of Wonderful Curative Properties.

The best of farming and grazing lands. No malaria. No mosquitoes. Salubrious climate. Gorgeous scenery. Water power unlimited. Factory sites donated. Property at first hands, so get in on "rock bottom." Write to or call on

BARCLAY & CROCKETT,

The leading Real Estate Agents of Southwestern Virginia, RADFORD, VA.

TAX EXEMPTION

—FOR—

MANUFACTURERS.

An Ordinance to abate for ten years from the 1st day of July, 1889, under certain conditions, the personal taxes on mechanical tools and implements used in manufacturing within the limits of the city of Norfolk, Va.:

WHEREAS, the geographical situation of the City of Norfolk, its convenient and commodious harbor, the ample means of transportation tributary to it, the abundant supply of lumber, coal, iron, cotton and other materials easily accessible, and its other natural and acquired advantages, offer superior inducements to manufacturing and other business enterprises, and whereas the city is desirous of fully developing and utilizing these advantages and, to that end, of encouraging the investment of capital in, and the establishment of various manufacturing enterprises within its limits or immediate vicinity, therefore,

SEC. 1. Be it ordained by the Select and Common Councils that the Finance Committee of the Councils be, and it is hereby authorized and directed upon the application of any individual, firm or corporation, actually engaged in the business of manufacturing in the city of Norfolk, to abate any and all personal taxes which may be levied hereafter for any of the corporate uses thereof upon any mechanical tools or implements, whether worked by hand or by steam or other motive power, or upon any machinery, manufacturing apparatus or engines owned by such individual, firm or corporation, and actually employed and used in the business of manufacturing in said city; provided always, that such application for an abatement of taxes in any year shall be made before the annual levy is made by the Commissioner of the Revenue, and provided also that every application for such abatement shall be verified to the satisfaction of said Finance Committee by the oath of the party applying for the same or other satisfactory evidence, and provided further that no abatement or exemption shall be made under this ordinance until a manufacturing enterprise or business, in which shall be actually invested a capital of not less than \$25,000, and which is not at present established or carrying on business within the limits of the city of Norfolk, shall be established within such limits.

SEC. 3. And be it further enacted and ordained that nothing herein contained shall be construed to authorize any abatement of taxes levied upon property assessable and taxable as real estate.

SEC. 4. And be it further ordained that this abatement or exemption shall extend for the space of ten years from 1st of July, eighteen hundred and eighty-nine.

SEC. 5. This ordinance shall be in force from its passage.

Adopted as amended by the Select Council November 12, 1889.

(Signed) **FRANK MORRIS,**
President Select Council.

Adopted by the Common Council December 3d, 1889.

(Signed) **H. HODGES,**
President Common Council.

A true copy.
W. W. HUNTER,
City Treasurer.

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Future Manufacturing and Commercial Center OF THE GREAT SOUTHWEST.

DENISON SUPPLIES THE COAL FOR TEXAS.

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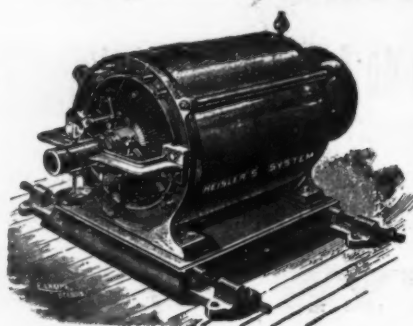
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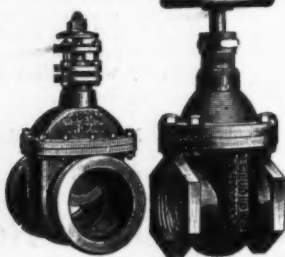
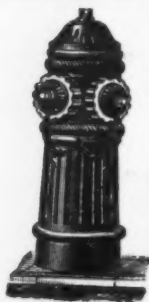
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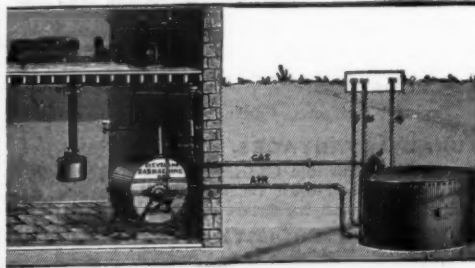
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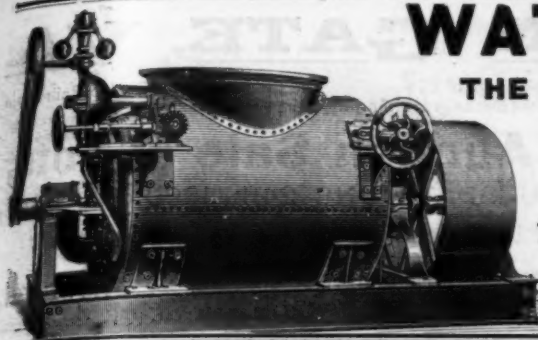
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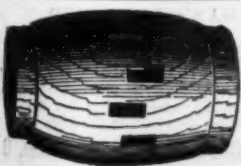
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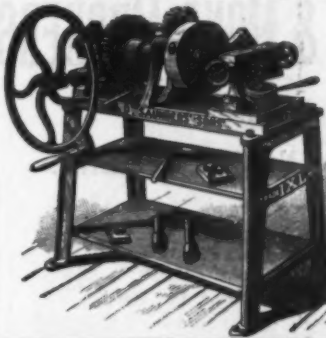
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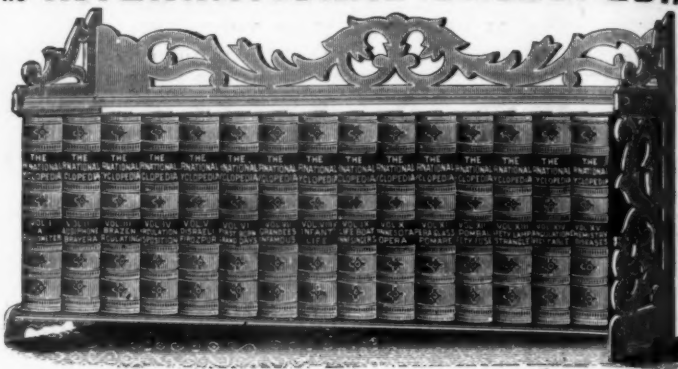
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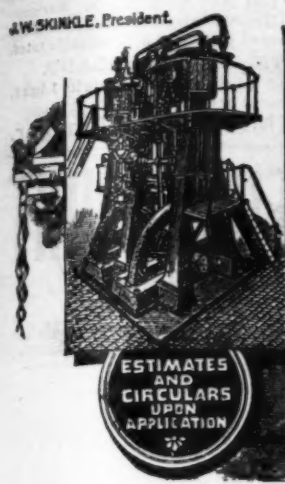
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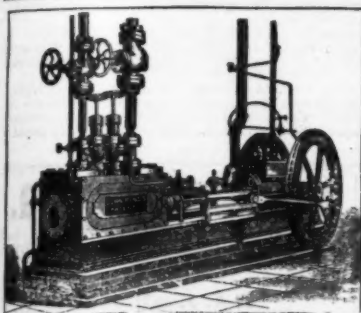
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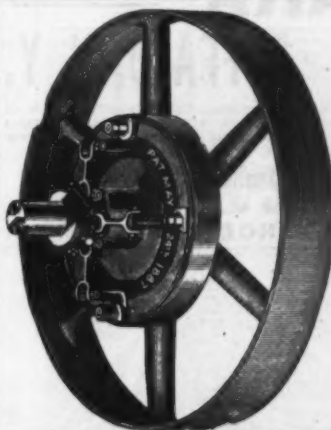


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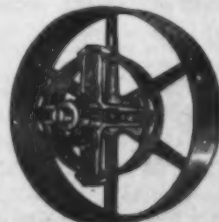
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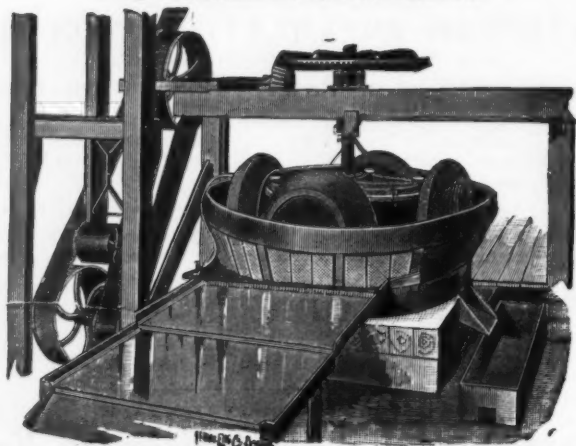
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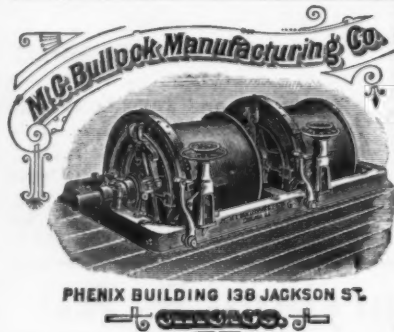
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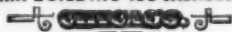
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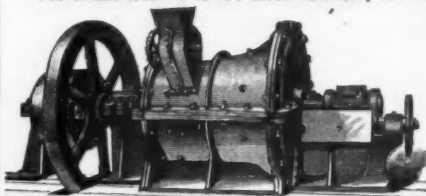
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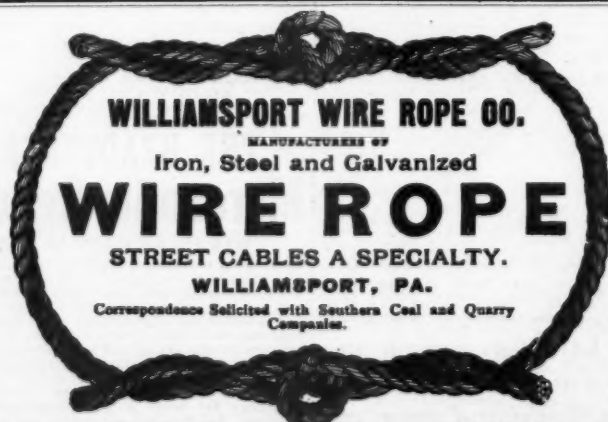
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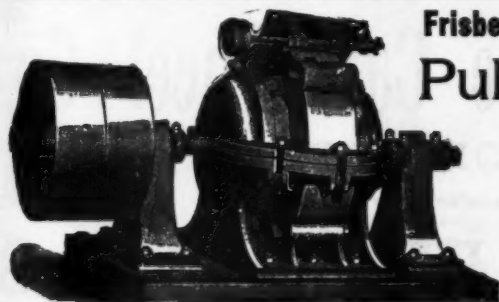
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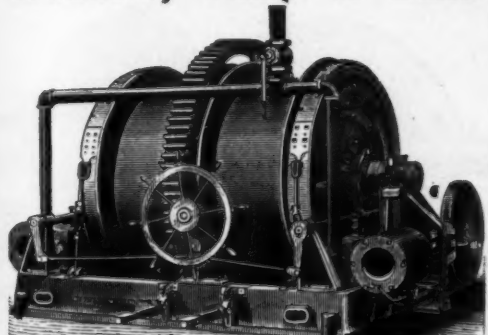
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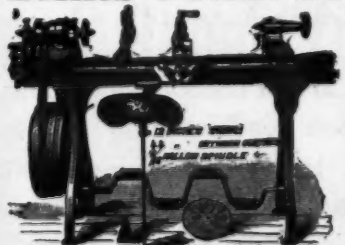
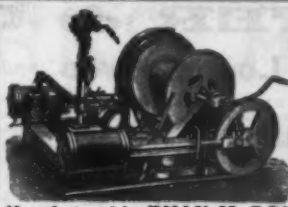
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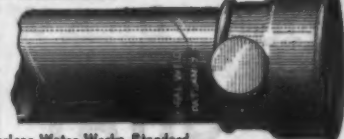
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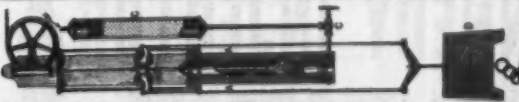
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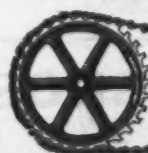
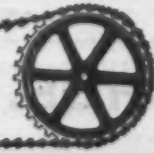
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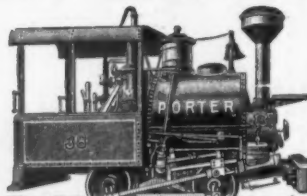
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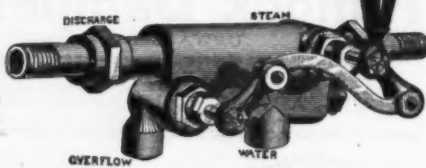
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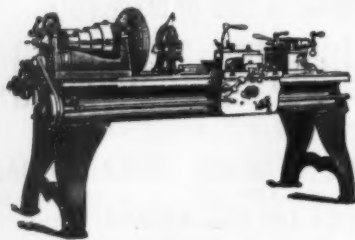
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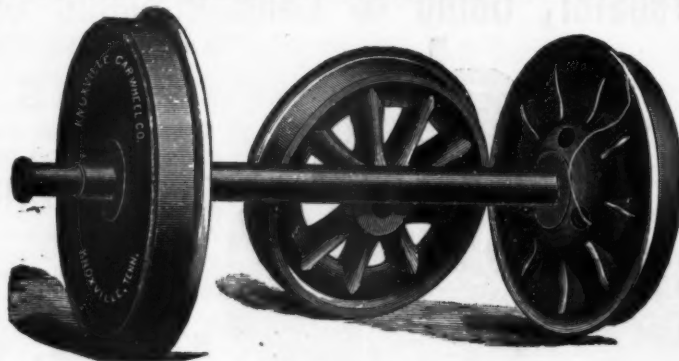
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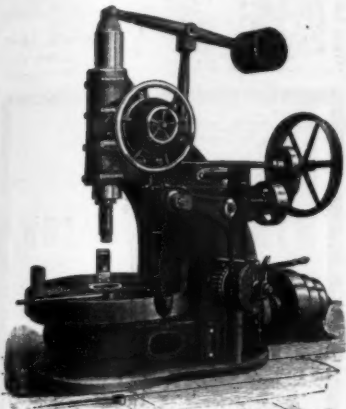
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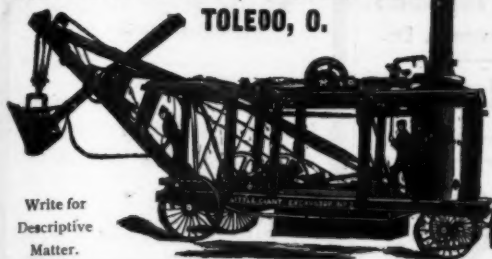
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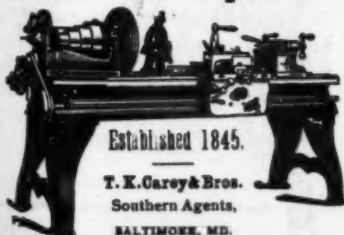
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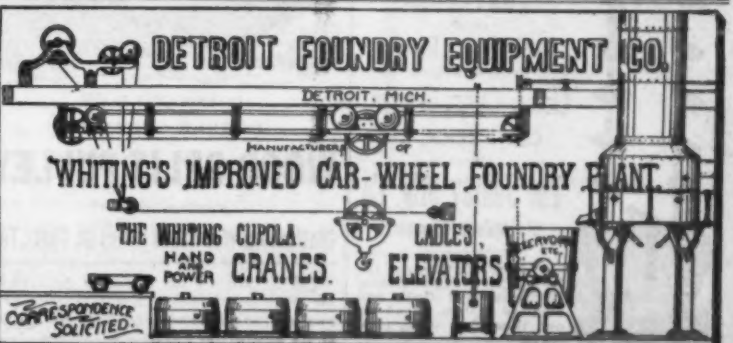
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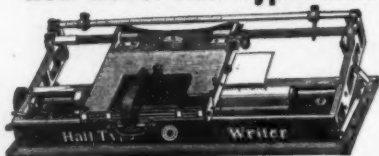
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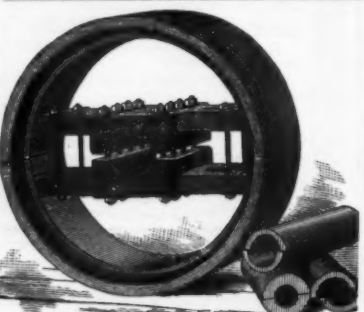
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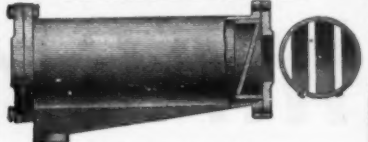
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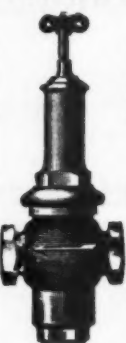
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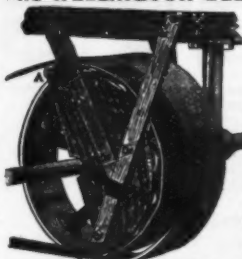
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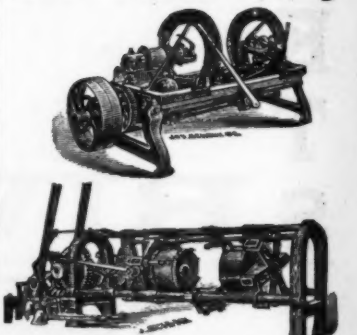
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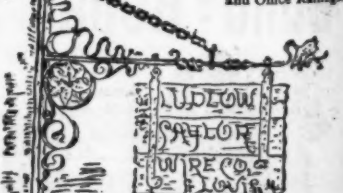
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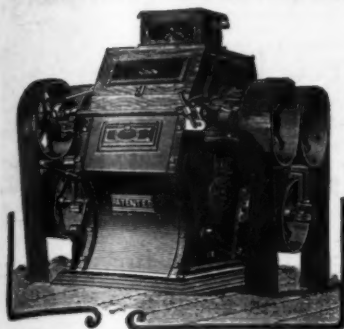
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MANLIUS STATION, N. Y., October 28, 1889.

The Case Manufacturing Company, Columbus, Ohio:

GENTLEMEN: After running my mill over two months, I feel it my duty and in justice to you to state that I am more than pleased with the mill you built for me. It started like a clock "from the word go". My flour is discounting the fanciest brands of flour in the market. My clean-up is equal to any mill in the State. I will say that the Case Rolls and Flour Dressers cannot be beaten in the world for light running and ease of access to all their parts. I would advise any miller building a new mill or remodeling an old one to place their contract with the Case Company.

Thanking you for the prompt and efficient manner in which you furnished my machinery in so short a time, after so great a loss and damage by fire burning your works, and with the best of wishes I remain,

Yours respectfully,

PETER SNYDER.

For full particulars regarding the best FLOUR OR CORN MILL MACHINERY, address



THE CASE MANUFACTURING CO., Columbus, Ohio.

TRADE NOTES.

THE Van Winkle Gin & Machinery Co., of Atlanta, Ga., has recently secured contracts to build a 20-ton cotton-seed oil mill at Whigham, Ga.; another for Justino Homer, San Pedro De Laquana, Mexico; fertilizer factories at Barnwell, S. C., Whigham, Ga., Monroe, La., and Jackson, Miss.; also a cotton ginnery at Mer Rouge, La., to have a daily capacity of 75 bales, and one at Whigham, Ga., of 60 bales.

The gas regulators of the American Gas Saving Co., of New York, have recently been tested for several months by the Department of Public Works of New York city, and have been adopted. This company have just completed the attachment of two of their largest regulators to the meters of the Twelfth Regiment Armory, where they saved over 30 per cent. in the amount of gas bills.

THE JAMES LEFFEL & CO., makers of James Leffel's improved double turbine water wheel, Springfield, Ohio, report that their business is in an exceedingly flourishing condition, and they are nearly a month behind with orders. Their works, tools and patterns are arranged with special view of executing their line of work in the best possible manner, all of which they have long made a specialty.

THE Fulton Boiler Works at Richmond, Ind., has been established since 1877, and have been very successful. Until lately they occupied a frame shop, but in the past six months they have moved to their fine substantial brick plant adjoining the C., St. L. & P. R. R. and Grand Rapids & Indiana Road, Cincinnati & Richmond Road, Chicago Division of the Pan-Handle, giving the company the best of shipping facilities both North and South. Mr. Caulfield, the proprietor, is a practical boiler-maker, and all work is inspected thoroughly by him before leaving the works. Steel boilers are their specialty, and are made up to 72 inches diameter.

The Denn Warping and Linking Machine.

The Denn warping and linking machine has been long in use, and has proved its superiority over most methods of making warps.

Fig. 1 represents a front perspective of the machine. The height and other dimensions may be estimated from the figure of the man. The machine will make warps of any desired length and of any number of ends up to the full capacity of the machine. Thus a 2,200-end machine will make a warp of that number of ends, or any number of ends below that, and the same may be said of the other sizes. They are made for any number of ends, generally from 1,200 to 2,808, or even a greater number if necessary, as by the use of the electrical stop motion the number is un-

limited. The 2,200-end machine, which is the one mostly used, requires a floor space of about 36x18 feet, and the other machines in proportion in width.

The mechanical stop motion consists of nine rows of drop-wires across the machine, guided by holes through two brass plates. Each end of the warp holds one of these wires suspended over a balance platform. When the thread breaks the wire drops upon the balanced platform, destroying the equilibrium, and through a combination of levers stops the machine, making it almost impossible to lose an end, as the operator cannot start the machine again until the end is pieced. The yarn is

the electric current passes through a magnet, operates the lever and stops the machine. Another special feature of this machine is that you can take a thread less as often as desired in a very few minutes.

The new cut marker is so arranged that it stops the machine at the end of the warp, and it cannot be started again until adjusted by the operator, thus avoiding any irregularity in the number of cuts. It is adjustable to any number up to 30 cuts.

Fig. 2 is the new double linking machine now applied to the Denn warper. It is a well-established fact that the best way to put up warps for the market or transportation, or where they are handled much, is

1,200 and 1,400 ends. The Denn warper is made very often with two linking heads on the 2,250, 2,430, 2,808-end machines, so there can be two warps made at the same time, the machine requiring no more attention than when making one warp. The machine has been arranged to run from one to ten warps at the same time, and can make the warps any length required.

Another feature in this warper is that with a machine that has two linking heads, one-half of the machine can be running on one number of yarn while the other half is being changed to another. Two or three-ly can be run on one-half of the machine, and single on the other half. These features alone make it one of the most convenient warping machines in use.

Full particulars regarding these machines can be had by addressing the manufacturers, the Globe Machine Works, Frankford, Pa.

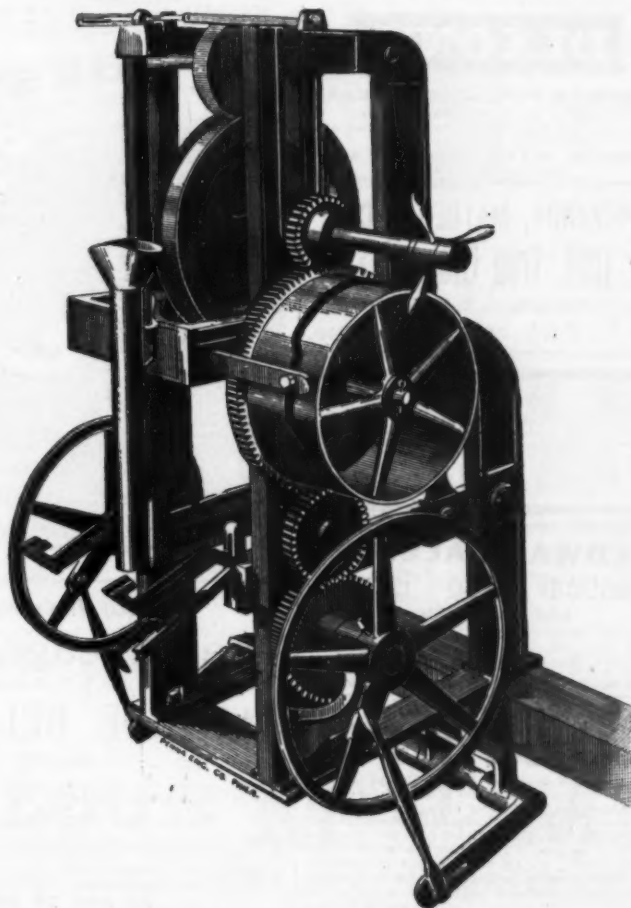
The Buffalo Measuring Rod.

This cut represents a new measuring rod just put upon the market by the Buffalo Scales Co., of Buffalo, N. Y. Its mechanism is simplicity itself. Pulling down on the chain raises the indicator, and when released, the weight in the tube (to which the indicator is attached) drops down again.



THE BUFFALO MEASURING ROD.

The rod is made of brass and is handsomely nickel-plated. Its working is very easy and perfectly accurate. The cut tells the whole story of the rod more vividly than words and needs no explanation as to construction and working.



THE DENN WARPING AND LINKING MACHINE.

drawn from the spools by a pair of heavy cast-iron rollers, accurately fitted together so as to pinch each thread separately, making them all of one length, and laying them in their proper places in the warp. Thus, when the warp is beamed or dressed, it opens the same as it ran through the rollers in the warper, there being no slack yarn or crossing of threads or ends.

The electrical stop motion consists of levers fastened to vertical wooden rods one inch square, through which each end passes to the eyeboard on the machine. When an end breaks the lever drops and

by double linking. This machine does this. It far surpasses hand linking by making a shorter and uniform link, very readily falling out of the link in dyeing, and avoids the breakage to the warp caused by pulling at the warps to prevent the link running into the dyeing machine. The Denn warping machine can be run 35 per cent. faster with double linker than it can with single linker, thereby giving increased production. Manufacturers using the Denn machine with single linkers can have them changed to double-linking machines. A great many warps are made with 1,100,

The Markets.

OFFICE MANUFACTURERS' RECORD,
BALTIMORE, June 18, 1890.

The average daily and weekly sales of crude iron throughout the United States are considerably larger than three months ago. The difference is shown in an accumulation of orders for future delivery. Large contracts have been placed during the past week or ten days at Pennsylvania, Ohio, Tennessee and Alabama furnaces. Southern furnace managers have sold more iron, according to their capacity, than any other section of the country during the past week. Telegraphic advices up to within 24 hours indicate that what appears to be a heavy buying movement is now in progress. If the statements made by some prominent Alabama furnace men a week or two ago are adhered to, an advance will be announced in certain brands of iron before the month is out. Charcoal and cold-blast irons are selling remarkably well in Cincinnati, Chicago and St. Louis. Users of special brands of iron are particularly active at this time in all markets, especially in the West. To all appearances a movement is now in progress looking to the covering of requirements for the last six months of the year. Large buyers are very cautious, lest their actions should impart an upward tendency to prices. Tide-water quotations for forge iron are \$15 to \$16, according to quality; No. 1 foundry, \$17.50 to \$18.50. Southern irons are being shipped as fast as cars can be supplied to Northern markets. There is a general stir throughout the crude iron industry. The present weekly output is about 180,000 tons, the same as a month ago. All through the Ohio valley great activity prevails, and speculators have been waiting for opportunities to turn an honest penny at the expense of Southern iron-makers, but the latter have become pretty thoroughly familiar with markets and chances, and prefer to handle their own product. Southern coke and charcoal irons are selling remarkably well in Northern markets. Stocks of all kinds of iron in consumers' hands are moderate, and this fact, placed alongside of the fact that consumption is increasing, gives the iron market a stronger tone than it has had for some months.

In all other branches of the iron trade a feeling of confidence is apparent. The extraordinary activity in general building, the great activity among railroad companies in the purchase of equipments and supplies, the pushing activity among car, ship and bridge builders, and the increasing demand from buyers of agricultural implements, all strengthen the general demand for furnace and mill products. Business is on a substantial basis. A speculative demand has no show. Railroad building is being pushed along in a moderate way, and rails are sold in large blocks at Pennsylvania mills at \$31.50, in small lots at \$33. Rail buyers are placing orders for delivery along through the summer and fall months. The bridge builders have bought several thousand tons of material since the first of the month, and the builders of pipe lines have also bought heavily. Merchant bar iron is selling at 1.85 for refined at mill and 1.60 for common. Nail factories find it difficult to run all their machines full time and obtain full prices. Sheet-iron makers are very busy, and orders are rushing in. Hardware manufacturers are pretty well crowded. Barb-wire manufacturers have a good deal of work on hand, but production is pretty nicely regulated. The policy of iron and steel-makers, as well as manufacturers of hardware, wire, nails, etc., is to keep distributors and consumers well supplied, and no more. In metals copper has advanced slightly. Lead, zinc and antimony are moving at the usual quotations.

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HARDWARE.

Orders are more frequent and for more liberal quantities than has been the case for the past two months. There has been a slight stiffening in the price of heavy goods, particularly on nails, barbed wire, etc. Other lines are still very weak and more or less demoralized. Sledges are being sold at ruinous prices, and picks, mat-tocks, etc., are being quoted at very low prices. This condition will not last long, as at present prices of material it involves a loss to the manufacturer. A meeting of bolt makers will be held at Saratoga Springs this week, when a new price will be made, in all probability lower than present price. There has been some cutting on the prices of bolts, but it is confined principally to a few makers outside of the association. Copper rivets and burs are unsettled, prices of the different factories varying considerably.

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It is supplied ready for use, in rolls of 200 square feet, and weighs with Asbestos Roof Coating, ready for shipment, about 55 pounds to 100 square feet. It is adapted for steep or flat roofs in all climates, and can be readily applied by unskilled workmen. There are inferior imitations of our Asbestos Roofing, purchasers are cautioned.

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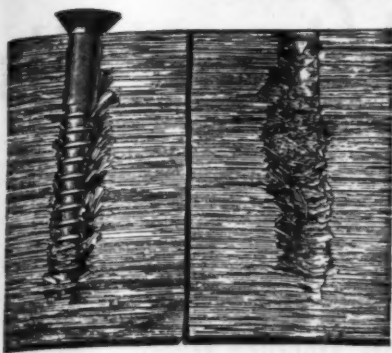
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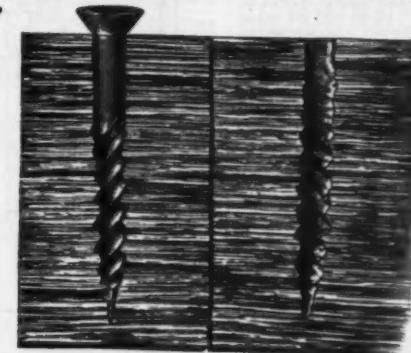
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Patented May 10, 1887; July 19, 1887;
July 10, 1888. Other patents pending.



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The "ROGERS' DRIVE SCREW" driven with a hammer its entire length. It revolves as it goes in and does not break the fibres of the wood, but makes its own nut of the cavity it forms.

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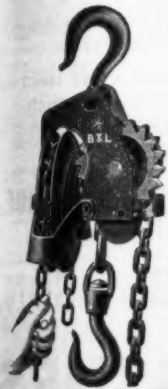
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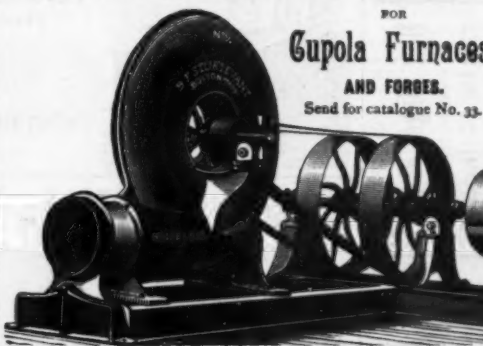


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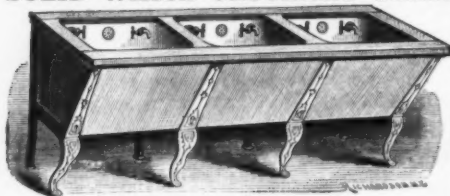
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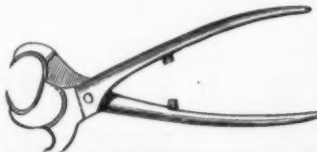
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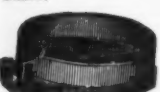
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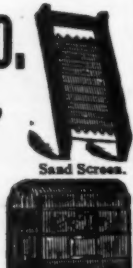
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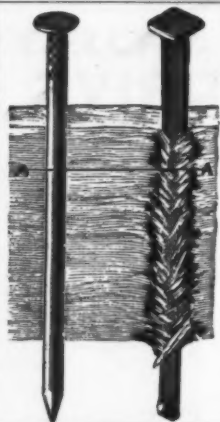
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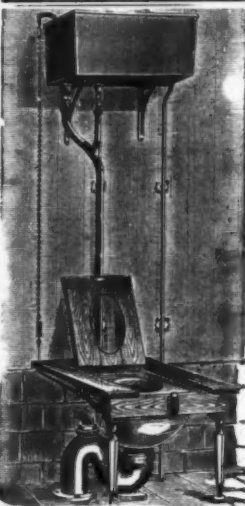
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Fig. 2.—Section of roof.

Fig. 3.—Showing interlock of felt linings.

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PAT'D
 1889

Eastern Lumber Markets.

[Special Cor. MANUFACTURERS' RECORD.]
NEW YORK, June 17, 1890.

The most marked difference between the lumber trade this summer and last, is just this: At the present time nearly everyone, wholesaler or retailer, is willing to either buy or enter into a contract for buying more lumber than is needed for present requirements. This applies particularly to hardwoods. It also applies to spruce, hemlock and North Carolina pine. The difficulty of obtaining spruce, at all times, has made a market for pine which the holders of it have not been slow to use. Both rough and dressed boards are in very active demand this week, and deliveries are being hurried forward from day to day to make room for new stock. We are now about at the height of our building season. The daily arrivals of lumber are no more than the market wants. The scattering consignments coming along, from known or unknown parties, are just about enough to keep our lumbermen busy. We are looking for a great deal of Gulf and South Atlantic pine during the next 30 days. Prices hold up very well. Random orders are still quoted at \$21.50; \$1 more for yard schedules; boards are selling at \$20, and sidings at \$14. The yards seem to be pretty well filled up with Southern products, but stuff is being hauled out every day to keep an army of builders at work. Car lots of 1-inch dressed North Carolina pine, 12 inches wide, are selling quickly at \$24; 1/2-inch ceiling stuff is worth \$18; inch ceiling \$23. Those who are pushing the sale of North Carolina lumber here have been assisted by the willingness of architects and builders to use it wherever possible.

In regard to Northern lumber, white pine is in very abundant supply, and, as usual, selling at the lowest possible figure, but the holders of hemlock and spruce are able to command virtually their own prices. The demand for ash has picked up, on account of the movement of a few large buyers to pile away stock. Several lots of walnut boards have been bought, and this has started other buyers to making inquiries. A good deal of gum has been arriving, and prices are down. Cottonwood is selling well at \$21. Good inch cherry is scarce at \$85; rejects are plenty at \$40.

Taking one week with another, our sales of hardwoods about balance. Since so much has been said about the probable scarcity of hardwoods, some of our dealers have received a good many inquiries asking for particulars as to prices, etc. A wrong impression seems to have gone abroad, viz: that hardwoods could be sold for almost any price. The truth is that the improvement in prices is only trifling, not sufficient to stimulate a heavy increase in shipments as yet. Some one or two have been selling popular in open market at a little less than usual. When the matter was looked up, it was found that in some way or other some of the association men in Tennessee had been letting a little popular slip through their hands at a little under regular prices, under the excuse that it was of inferior quality.

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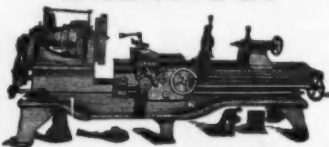
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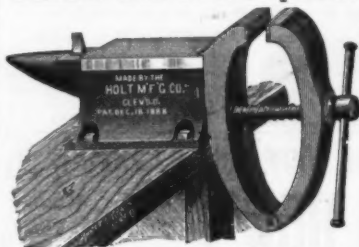


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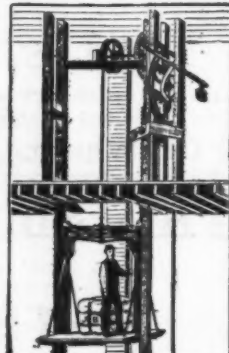
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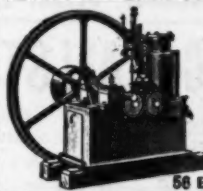
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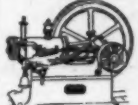
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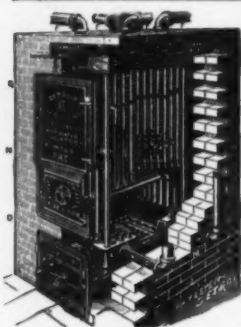
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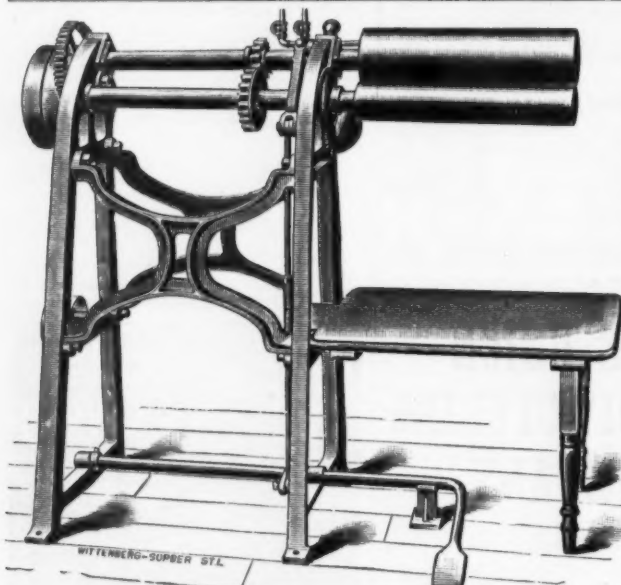
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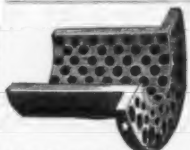


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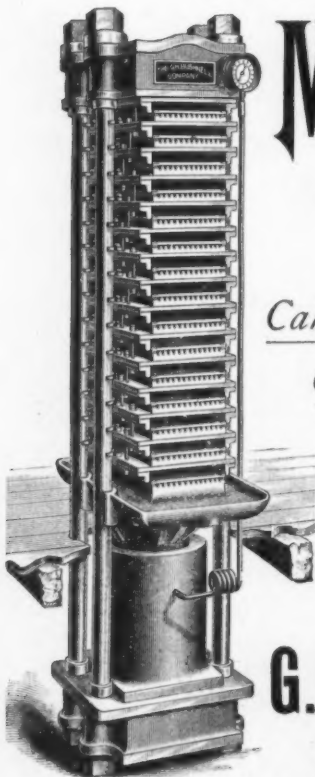
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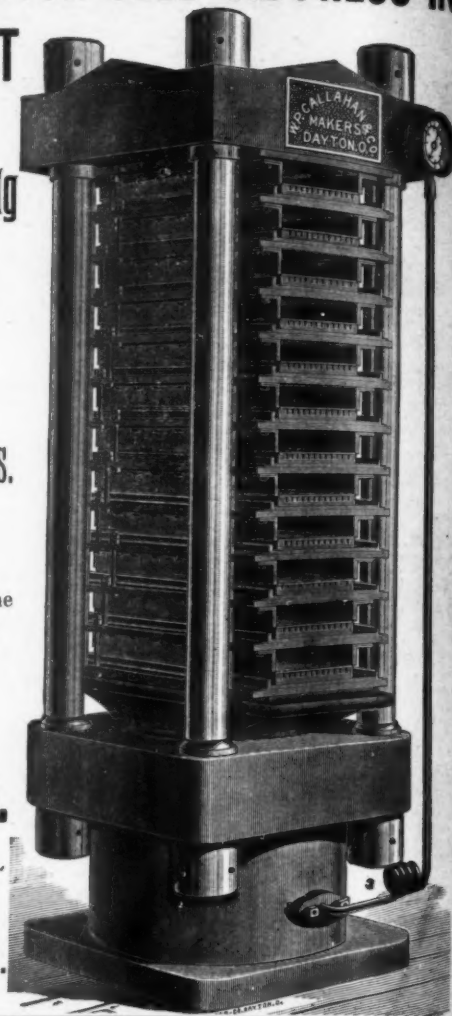
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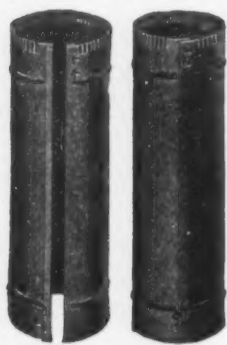
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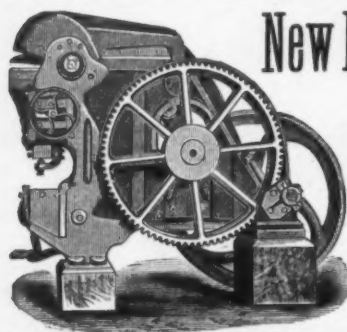


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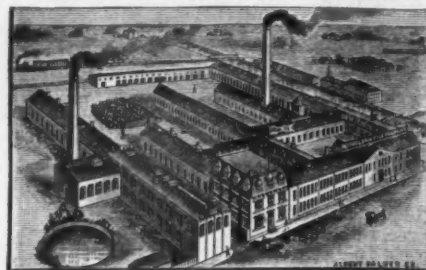
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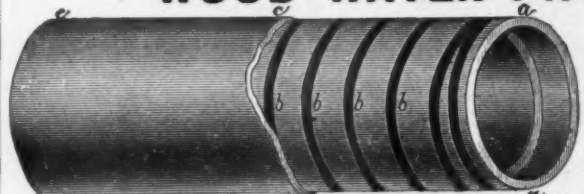
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